The Hong Kong Daily Press.

No. 5302 第五千三百零二號 同治甲戌年十月初五日 HONGKONG, FRIDAY, 13TH NOVEMBER, 1874. 禮拜五 英十一月十三號 香港 [PRICE $2½ PER MONTH.

Arrivals.

November 12, GLAUCUS, British str., 1,604, Wilding, Liverpool 19th September, and Singapore 3rd November, General.—BUTTERFIELD & SWIRE.

November 12, HAILOONG, British str., 277, J. C. Abbott, Tamsui 7th November, and Amoy 11th, General.—D. LAPRAIK & Co.

Departures.

November 12, DIAMANT, for Kobe.
November 12, AMANDA, for Chefoo.
November 12, GLENEARN, str., for Shanghai.
November 12, BARODA, str., for Singapore, Bombay, &c.
November 12, YANGTSZE, str., for Swatow and Shanghai.
November 12, LOUISA, for Bangkok.
November 12, SIR H. PARKES, for Whampoa.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 12TH.

Dronning Louise, for Amoy.
Yangtsze, str., for Swatow and Shanghai.
Sir Harry Parkes, for Whampoa.

Passengers.

ARRIVED.

Per *Glaucus*, str., from Liverpool, &c.:—
For Hongkong.—Mr. and Mrs. Gregory and child, Miss Dickson, Miss Ingram, Revds. Mr. Barcley and Mr. Gilson, and 224 Chinese. For Shanghai.—Mrs. Love, Messrs. G. Mansfield and Moscroff.

Per *Hailoong*, str., from Tamsui, &c.:—
For Hongkong.—2 Chinese. For Manila.—147 Chinese.

DEPARTED.

Per *Yangtsze*, str., for Swatow, &c.:—7 Cabin and 98 Chinese.

Reports.

The British steamship *Glaucus* reports left Liverpool on 19th September, and Singapore on 3rd November, and arrived in Hongkong at 1 a.m. on 12th instant. From Liverpool to Lisbon had strong S.W. gales and very high sea; from thence to Pulo Sapata had light and variable winds and fine weather; for three days after had very strong monsoon. In lat. 14 N. strong N.E. gale; since when strong monsoon and fine weather to arrival.

The British steamship *Hailoong* reports left Tamsui on 7th November, and Amoy on the 11th. First part had strong N.E. gale with very high sea and cloudy weather; the middle part fresh N.E. winds and fine weather; the latter part moderate E.N.E. winds and fine weather. In Tamsui, H.M.S. *Kestrel*. In Amoy, U.S. gun-vessel *Yantic* and one Japanese corvette. The steamships *Kwangtung*, *Formosa* and *Aden* left. On the 11th at noon, when off Lamock Islands, passed the P. & O. steamship *Massilia*, bound North. On the morning of the 12th, passed a steamer bound North.

FOOCHOW SHIPPING.

ARRIVALS.

(*From Hedge & Co.'s Weekly Shipping Report.*)
Pagoda Anchorage, 6th November.

November 2nd, H.M. gun-boat Growler from Shanghai; 3rd, Harlaw from Shanghai; 5th, str. Kwangtung from Hongkong; 6th, str. Dragon from Shanghai.

DEPARTURES.

October 30th, str. Hongkong for London; November 1st, str. Yesso for Hongkong; 2nd, Amur for Dunedin; 5th, Duke of Athole for London, H.M. gun-boat Growler for Amoy.

SHANGHAI SHIPPING.

ARRIVALS.

October 21st, Condor from Nagasaki; 22nd, Cathaya from Kobe; 23rd, Georgina from Nagasaki; 24th, Jutbia from Nagasaki; 25th, Lulu from Keelung; 28th, George Washington from Nagasaki; 29th, St. Francois from Freemantle; 3rd November, Annie Muriel from Nagasaki.

DEPARTURES.

October 21st, Wemyss Castle for New York, Halloween for London; 22nd, Lucerne for Newchwang; 25th, Kronprindsessen for Nagasaki; 28th, Siam for Bangkok; 31st, Harlow for Foochow, Britain's Pride for Nagasaki, Hamburg for Nagasaki; 2nd November, Coulnakyle for London.

YOKOHAMA SHIPPING.

ARRIVALS.

October 18th, str. Bellona from Shinagawa, Parmenio from Shinagawa, str. Kiusiu from Shinagawa; 19th, str. Behar from Hongkong; 28th, str. Great Republic from San Francisco; 30th, Progress from Hamburg, Jessica from Hiogo.

DEPARTURES.

October 20th, str. Massilia for Hongkong; 21st, Sin Nanzing for Shinagawa, str. Muriel for Shinagawa; 22nd, str. Nevada for Shanghai; 27th, str. Tanais for Hongkong, Dolphin for Hakodadi; 28th, Pride of the Thames for Nagasaki; 29th, str. Costa Rica for Shanghai, Great Republic for Hongkong; 30th, Hokaido for Shanghai; 31st, John Milton for Kobe.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	*From.*	*Dates.*
Alejandro	New York	Feb. 10
Frances	Shields	Feb. 19
Cleopatra	Penarth	April 8
Marina	Penarth	June 18
Stefano	Penarth	June 20
Lord Macaulay	Liverpool	June 23
Canton	Falmouth	June 29
Hamilton	Cardiff	June 29
Chinaman	London	July 10
Brema	New York	July 10
Fontenaye	London	July 13
Game Cock	New York	July 15
Henriette Behn	Hamburg	July 17
Hankow (s)	London	July 27
Windhover	London	Aug. 15
Charite	Cardiff	Aug. 16
Maria	Cardiff	Aug. 18
Sorocow (s)	Newcastle	Aug. 20
Marco Polo	Cardiff	Aug. 25
Agamemnon (s)	Liverpool	Aug. 26
Sarah Nicholson	Swansea	Aug. 28
Tamesa	London	Aug. 29
Pallas	Hamburg	Sept. 2
Invincible	London	Sept. 9
Fede e Speranza	Swansea	Sept. 14
Hansa	Cardiff	Sept. 16
Bonita	Cardiff	Sept. 18
Varuna	Hamburg	Sept. 19
Nankin (s)	London	Sept. 20
Ocean (s)	Glasgow	Sept. 24
Life Brigade (s)	Shields	Sept. 26
Deucalion (s)	Liverpool	Sept. 29
Formosa (s)	London	Sept. 30
Ly-ee-moon	Coxhagen	Oct. 2

Auction Sales To-day.

LANE, CRAWFORD & Co.,
At 12 Noon,
Sundry Goods.

At 3 P.M.,
Carriage, Ponies, Harness, &c.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary.*
Hongkong, 1st November, 1871. [tf 385

Banks.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)
412, CALIFORNIA ST., SAN FRANCISCO, CALIFORNIA.

London Office.........3, *Angel Court.*
New York Agents, J. & W. SELIGMAN & Co., 21, *Broad Street.*

AUTHORIZED CAPITAL STOCK.........$6,000,000.

WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.

FRED. F. LOW.
IGN. STEINHART. } *Managers.*
1y 1887]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.......775,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.

Ad. André, Esq.	A. F. Heard, Esq.
E. R. Belilios, Esq.	H. Hoppius, Esq.
J. S. Cordes, Esq.	S. D. Sassoon, Esq.

Chief Manager,
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months 2 per cent. per annum
6 „ 4 „ „
12 „ 5 „ „

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 8th August, 1874.

THE QUEENSLAND NATIONAL BANK, LIMITED.

Incorporated under the Companies Act, 1863.

CAPITAL, £500,000.

HEAD OFFICE, BRISBANE.

DIRECTORS:
HON. F. H. HART, M.L.C., Chairman.
HON. A. B. BUCHANAN, M.L.C.
HON. THOS. M'ILWRAITH, M.L.A.

AUDITORS:
FREDERICK ORME DARVALL, Esq.
W. F. DIGBY, Esq.

GENERAL MANAGER:
E. R. DRURY.

BRANCHES:
BEENLEIGH.
CHARTERS TOWERS.
COOKTOWN.
GYMPIE.
MARYBOROUGH.
MILLCHESTER.
ROCKHAMPTON.
ROMA.
STANTHORPE.
TOOWOOMBA.
TOWNSVILLE.

AGENTS IN LONDON:
THE UNION BANK OF LONDON;
THE NATIONAL BANK OF AUSTRALASIA.

AGENTS IN NEW SOUTH WALES:
THE CITY BANK.
THE MERCANTILE BANK OF SYDNEY.

AGENTS IN VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA.
THE NATIONAL BANK OF AUSTRALASIA.

AGENTS IN NEW ZEALAND:
THE BANK OF NEW ZEALAND.

AGENTS IN NEW YORK:
MESSRS. LAIDLAW & CO.

AGENTS IN SAN FRANCISCO:
THE BANK OF CALIFORNIA.

AGENTS IN INDIA AND THE EAST:
THE ORIENTAL BANK CORPORATION.

6m 1139] [July 21, 1874.

NOTICE.

ALL Persons having CLAIMS against the Estate of the late Captain JOHN C. FINE are requested to communicate with the Undersigned; and all Persons being indebted to the said Estate are requested to make Immediate Payment to

JOHN S. LAPRAIK, *Administrator.*
1772 Hongkong, 27th October, 1874.

NOTICE.

GABRIEL DUBOST, *Deceased.*

ALL Persons having any CLAIMS against the above Estate are requested to furnish Particulars of same to the Undersigned, on or before the *1st day of March*, 1875, after which date they will not be recognised; and all Persons indebted to the said Estate are requested to make Immediate Payment.

ED. CHASTEL, *Executor.*
1m 1759 Hongkong, 24th October, 1874.

NOTICE.

In the Goods of LOUIS GUSTAVE VASSALLO, *Deceased.*

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned, on or before the 1st Day of February, 1875, after which date no Claims will be recognised.

And all Persons being indebted to the said Estate are requested to make Immediate Payment.

J. FAIRBAIRN, *Administrator.*
td 1777 Hongkong, 27th October, 1874.

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.

The Dock has a Caisson Gate, and is pumped out by steam.

A new FOUNDRY for large iron and brass castings has recently been added.

The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.

Dry Godowns are on the premises, available for stowage of cargo, &c.

A large stock of Timber, Metal, and other Dock-yard Material always on hand.

Vessels docked for examination, remetalled, resparred, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.

The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.

JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1873.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

To be Let.

TO LET,
With Possession on 1st September.

THE OFFICES over the HONGKONG DISPENSARY.

Apply to
A. S. WATSON & Co.
tf 1340 Hongkong, 27th August, 874.

TO LET,
With Possession on the 1st December.

THE Desirable FAMILY RESIDENCE, Bonham Road West, now occupied by N. J. EDE, Esq., containing Ten Rooms, Bath-rooms, Out-houses, and Stabling, &c.

Apply to
THOMAS GREEN,
P. & O. S. N. Co.'s Office.
tf 1645 Hongkong, 7th October, 1874.

TO LET,
From 1st June next.

OFFICES in Hunt's Building, Peddar's Wharf. Apply to
LAMMERT, ATKINSON & Co.
tf 782 Hongkong, 19th May, 1874.

TO LET.

THE PREMISES situate in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN." Apply to
GILMAN & Co.
tf 834 Hongkong, 28th May, 1874.

TO LET,
With immediate possession.

DWELLING HOUSES Nos. 2 and 3 in Alexandra Terrace, which have lately been thoroughly repaired, and

No. 19B, Hollywood Road; Water and Gas laid on.

For Particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 563 Hongkong, 15th October, 1874.

TO LET.

THE whole, or part, of the Residence known as "THE HERMITAGE."

Apply to
T. ALGAR,
9, *Hollywood Road.*
tf 977 Hongkong, 23rd June, 1874.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.

Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on the 1st of March.

THE Business PREMISES and Dwelling HOUSE on Queen's Road, at present in the occupation of Messrs. LAMMERT, ATKINSON & Co. Apply to
ROBT. S. WALKER & Co.
tf 41 Hongkong, 6th January, 1874.

MINAS DE CARBON DE PIEDRA ESPERANZA Y CARIDAD, CEBU, COMPOSTELA.

ISAAC CON-UI, PROPIETARIO.

EL que suscribe deseoso de plantear una linea Férrea desde las espresadas Minas á los depositos existentes en la playa del pueblo de Compostela cuyo trayecto es de 7 millas invita á todos los que deseen tomar la construcion de dicha linea Férrea en la forma siguiente.

Pagando en tres plazos de un año cada uno abonando el interes que mutuamente se convenga á un tanto por cada tonelada de carbon que en los mencionados tres años se esplote de las referidas minas. Las personas que deseen efectuar este negocio se serviran dirigirme sus proposiciones ya basadas en las que anteceden ó en las que ellos juzgen convenientes escritas en Idioma Castellano en el termino de 6 meses á contar desde la fecha de la publicacion.

1814 Manila 21 Octubre 1874.

G. O. ROGERS, D.D.S., *DENTIST*,
No. 7, ARBUTHNOT ROAD,
(Will be absent until about November 10th.)
tf 247 Hongkong, 5th October, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,

BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.

tf 976 Hongkong, 19th June, 1873.

NOTICE.

NEITHER the Captain, Owners, nor Agents of the Peruvian Ship "*Emigrante*" will be responsible for any debts contracted by the Officers and Crew of the said vessel.

tf 1042 Hongkong, 2nd July, 1874.

STORAGE.

COALS received on Storage in Godowns of about 12,000 tons Capacity, at Wanchi.

T. G. LINSTEAD,
Trustee,
Messrs. R. S. WALKER & CO.'s *Estate.*
1320 Hongkong, 24th August, 1874.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
tf 1780 Hongkong, 28th October, 1874.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Subscribed Capital	$1,000,000
Co-insures with French Lloyd, Paris	$1,400,000
AND WITH *French Company, Paris*	$1,000,000
	$3,400,000

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Policies on Marine Risks to all parts of the World at Current Rates, allowing a Brokerage of 45 °/ₒ on Risks East of Singapore, and of 20 °/ₒ on all other Risks.

VOGEL, HAGEDORN & Co., *Agents.*
1043 Hongkong, 1st September, 1874.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/ₒ) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/ₒ) only.

SIEMSSEN & Co., *Agents.*
tf 1028 Hongkong, 1st July, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a Discount of Twenty per cent. (20 °/ₒ) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*
tf 1193 Hongkong, 27th June, 1872.

NORTH-GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
tf 674 Hongkong, 1st May, 1874.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, at their Sale Rooms, Queen's Road,

THIS DAY,

the 13th November, 1874, at Noon,—

An Assortment of RIMMEL'S GOODS, comprising:—LAVENDER WATER, TOILET SOAP, Dinner CARDS, &c.

Note PAPER, ENVELOPES, REGATTA SHIRTS, ESSENCE of BEEF, Spiced SALMON, HUNTLEY & PALMER'S BISCUITS, COUNTERPANES, Table COVERS, Toilet SETS, Tea SETS, &c.

Also,
4 Bales CANVAS, Nos. 1 to 5.
30 Doz. Bastard FILES, 5 to 10 inches.
30 „ Tins Smoking TOBACCO.
20 Pieces Fancy TROUSERINGS.
10 „ Woollen COATINGS.
200 lbs. Bottling SEALING WAX.
50 Empty HOGSHEADS.

And
An Invoice of Framed MIRRORS.
24 Molava CROOKS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

1843 Hongkong, 11th November, 1874.

PUBLIC AUCTION.

BASKET CARRIAGE, PONIES, &c.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, at their Sale Rooms, Queen's Road,

THIS DAY,

the 13th November, 1874, at 3 o'clock P.M.,—

One BASKET CARRIAGE.

One MANILA PONY, SOUND, LIGHT MOUTH, AND GOOD MANNERS.

HARNESS for Ditto.

Two GREY CANTON PONIES, [illegible] driven by a Lady.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

1873 Hongkong, 12th November, 1874.

PUBLIC AUCTION.

MESSRS. LANE, CRAWFORD & Co. have been instructed to Sell by Public Auction, on

MONDAY,

the 16th instant, at 11 A.M., at the Reserve Control Stores, Queen's Road East,—

The following Unserviceable and other GOVERNMENT STORES, viz.:—

166 PACKSADDLES with HARNESS, CACOLETS and LITTERS; 1 Large Landscape LENSE (*Jamin*, Paris) with CAMERA, &c.; 89 Wicker HELMETS with COVERS; 21 Waterproof COATS; 1 Straw Cutting MACHINE with Spare KNIVES; 15 Great and Watch COATS; 5,000 Colored Cotton HANDKERCHIEFS; 1,528 Pairs of WORSTED SOCKS; 75 Woollen JERSEYS; 8 TENTS; a number of Grey BLANKETS; 1 HAND-CART; a large quantity of Calico and Flannel BAGS for Cartridges, and about 9 Barrels GUNPOWDER, no longer required for H.M.'s Service, &c., &c., &c.

Also,

Quantities of Old BRASS, COPPER, Wrought and Cast IRON (including 1 Chain CABLE), PEWTER; Cotton and Woollen RAGS; TIN, WOOD, ZINC, &c., &c.

Also,

At 10.45 A.M., before the above Sale, at the Commissariat Buildings,—

A number of Empty Porter CASKS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

C. M. MOLONY,
Assistant Controller.
1852 Hongkong, 11th November, 1874.

PUBLIC AUCTION OF REAL ESTATE.

HONGKONG, SINGAPORE AND BORNEO TRADING COMPANY, LIMITED. IN LIQUIDATION.

LAMMERT, ATKINSON & Co. have received instructions to Sell by Public Auction, *without reserve*, on

MONDAY,

16th November, 1874, at Noon, on the Premises,—

The GODOWNS, COAL SHEDS, HOUSE, OFFICES, and PIER, situate at West Point, belonging to the above-named Company.

For Further Particulars, apply to the Auctioneers.

TERMS OF SALE.—One-third of the Purchase Money to be paid on fall of the hammer, the remainder on transfer. Expenses of transfer to be borne by the Purchaser.

1831 Hongkong, 3rd November, 1874.

PUBLIC AUCTION.

WINES, SPIRITS, &c., &c.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, in their Sale Rooms, Queen's Road, on

MONDAY,

the 16th November, 1874, at 2 o'clock P.M.,
(To close Sundry Consignments,)—

40 Packages CHAMPAGNE, various Brands.
25 Cases Crown SHERRY.
25 „ Cutler's BRANDY.
10 Casks English SODA WATER.

Samples will be on view on the Morning of Sale.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description at purchasers' risk on the fall of the hammer.

1873 Hongkong, 12th November, 1874.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'

Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.

ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/ₒ) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*
tf 1192 Hongkong, 27th June, 1872.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*
tf 30 Hongkong, 16th November, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20 °/ₒ) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

EDWARD NORTON & Co., *Agents.*
tf 1174 25th June, 1872.

Intimations.

THOMPSON & HIND

Invite Inspection of
THEIR NEW GOODS
FOR THE
AUTUMN AND WINTER SEASON.
LADIES' DRESSES,
In "HOME SPUN" and other new Materials.
LADIES' PARIS TRIMMED HATS
AND
BONNETS.
CLOTH JACKETS AND MANTLES,
Plain and Trimmed with Fur.
RICH BLACK SILKS,
In Grograin and Ducape.
PLAID SHAWLS
AND
AUSTRIAN BLANKETS
For Chair Rugs.
THE UNIQUE BODICE AND "MARIE STUART" CORSET.
COTTON AND LINEN SHEETING,
AND
HOUSEHOLD DRAPERY.

33, QUEEN'S ROAD,
HONGKONG.
1767 Hongkong, 26th October, 1874.

HONGKONG AND CHINA BAKERY COMPANY, LIMITED.

(TOWN OFFICE:—ON MESSRS. LANE, CRAWFORD & CO.'S PRAYA PREMISES.)

THE GENERAL MANAGERS of the above Company beg to announce that, having secured the Services of a skilled English Pastry-cook and Baker, they are making daily, and are prepared to receive orders for, all kinds of CAKES, BISCUITS, and BREAD; Samples of which may be seen at the Office, or will be forwarded on application.

Cakes.	*Fancy Biscuits.*
POUND CAKE.	CUSTARD BISCUITS.
MADEIRA „	QUEEN „
SEED „	[illegible] „
SULTANA „	GINGER „
TIFFIN „	BRANDY WAFERS.
SCOTCH SHORTBREAD.	GERMAN WAFERS.

Plain Biscuits.

SODA BISCUITS.	BUTTER BISCUITS.
WATER „	ABERNETHY „
WINE „	RICH CHEESE „

Also,

Oatmeal Cakes; Breakfast Buns, plain and with fruits; Soda Scones; Milk Scones; Wheaten Bread; Cottage Bread; Twisted Bread; French Bread; Brown Bread; Soda Bread; Scotch Buns, &c., &c.

WEDDING and CHRISTENING CAKES made and decorated.

1m 1810 Hongkong, 2nd November, 1874.

THE HONGKONG WHARF AND GODOWNS.

(FORMERLY THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.)

THE above are now OPEN and READY for BUSINESS. Advances made on Cargo. Goods covered by *Fire Insurance* under Open Policies, when required.

For Particulars, apply to
LANDSTEIN & Co.
1510 Hongkong, 23rd September, 1874.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.

W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

STEAM-FERRY.

THE Commodious Steam-Launch "*KOW-LOONG*" will RUN DAILY between HONGKONG and SOW-KE-WAN from 6 A.M. to 6 P.M.

Gentlemen wishing to charter her for travelling at sea, for short or long voyages, or towing any Cargo Boat, are requested to apply to

AH YON,
Kwong Hing Shop,
57, Praya West.
tf 1749 Hongkong, 23rd October, 1874.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper.................$1.50
Neatly Bound..................................$2.00

Apply at the *Daily Press* Office.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.

A Discount of Twenty per cent. (20 °/ₒ) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD,
Agent, Sun Fire Office.
1335 Hongkong, 26th August, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 °/ₒ) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 °/ₒ) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.
1y 1 Hongkong, 1st January, 1874.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz.:—

Not exceeding 10 days,	⅛	of the annual rate.
Not exceeding 1 month,	¼	do. do.
Above 1 month and not exceeding 3 months,	½	do. do.
Above 3 months and not exceeding 6 months,	¾	do. do.

EDWARD NORTON & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

Intimations.

In the Goods of MANOEL DA SILVA, *Deceased.*

ALL Persons having any CLAIM against the above Estate are requested to send in Particulars of their Claim to the Undersigned before the 1st day of February, 1875, after which date no Claim will be recognised.

And all Persons being indebted are requested to make Payment without delay.

Dated this 12th day of November, 1874.

A. A. BOTELHO,
M. A. D'AZEVEDO,
Executors.
1m 1876]

ROYAL HOTEL,
MACAO.

THE above Establishment has been REMOVED to No. 103, Praya Grande, two doors from the former building.

This New House having formerly been the Hotel of Messrs. HOOKER and LANE, and lately the residence of BARON DO CERCAL, offers the best possible accommodation that may be desired in an establishment of this kind. The Undersigned, Proprietor of the above-named Hotel, has great pleasure in informing the Public that he has spared no pains to render his new Establishment worthy of general commendation. With the new improvements added to it, visitors will have in it every accommodation required, and as a family Residence, Ladies will find it both nice and comfortable; the Bath Rooms are all on the same floor as the Bed Rooms, most of which have fire places, and are situated in the quietest part of the House.

The Undersigned, in commending to the Public his new Establishment, begs to solicit a continuation of their Patronage

L. A. DE GRAÇA,
Proprietor.

Royal Hotel,
Macao, 7th November, 1874. [1851

FOR SALE.

Ex "COSTA RICA."

CALIFORNIA WINES, from the "Buena Vista Vinicultural Society."

This Society's Produce obtained "Mention Honorable" at the Paris Exhibition in 1866, and "Médaille de Progrès" at the Vienna Exhibition in 1873.

WHITE WINES, in cases of 1 doz.			Quarts.
Do.	do.	2 „	Pints.
HOCK,	do.	1 „	Quarts.
CLARET,	do.	1 „	„

CHAMPAGNES—
National Grape.
Buena Vista.
Pearl of California, in cases of 1 doz. Quarts, and cases of 2 doz. Pints.

FREDERIC DEGENAER.
tf 1580 Hongkong, 30th September, 1874.

A. MILLAR & CO.,
PLUMBERS,
COPPERSMITHS AND BRASS FOUNDERS,
GAS-FITTERS AND BELL-HANGERS,
QUEEN'S ROAD EAST, AND NULLAH LANE.
1499 Hongkong, 23rd September, 1874.

ESTABLISHED IN 1820.

C. LAZARUS AND CO.

Incorporated with Shearwood and Co.,

BILLIARD TABLE MANUFACTURERS,
AND GENERAL FURNISHING CONTRACTORS,
BY APPOINTMENT TO
HIS EXCELLENCY THE VICEROY,
AND
H.R.H. THE DUKE OF EDINBURGH,
55, 59, 60, & 61, Bentinck Street,
CALCUTTA.

BILLIARD TABLES.

C. LAZARUS & Co.'s Billiard Tables are now the only ones appreciated in India, as a long and steady experience extending over 50 years has proved them to be the best and most suitable for the climate.

C. L. & Co. have received a large number of very flattering testimonials from all parts of India, China, Burmah, Ceylon, Manila, Java, Straits, and Persia, testifying to the superior make and quality of their Billiard Tables, and while thanking their Friends and Patrons in China for the liberal support so long extended to their firm, would, in soliciting further patronage, beg to mention the following facts which have conduced to the success their efforts have hitherto met with.

Every table is made of *solid wood, well seasoned and not veneered.*

The Cushions are constructed on an entirely new principle, introduced by C. L. and Co., and unlike that adopted by English makers, and are much more durable and lively than English-made cushions.

No table leaves C. L. and Co.'s premises until it has been standing ready finished for over 12 months, in order to ensure perfectly seasoned material.

Every article of furniture, also, that leaves C. LAZARUS and Co.'s Establishment, is guaranteed of Solid and Seasoned Wood.

C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.

C. L. and Co. have always in hand a large stock of Billiard, Pool and Pyramid Balls, Cues, Tips, Chalks, Cloth, and every requisite for the Billiard Table.

Old Cushions renewed on C. LAZARUS & Co.'s peculiar principle, thereby making an old table as good as new.

BILLIARD LAMPS.

Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps.

Eighteen light ring burner Gas Pendants, with rod to suspend over table.

C. LAZARUS AND Co. have been appointed Sole Agents in India and the East for

THE NEW PATENT
ELECTRIC BILLIARD MARKER,

by means of which the score can be marked from the cushion of the table.

Price Lists, Catalogues, and all information may be obtained from

LANE, CRAWFORD AND CO.,
who have consented to act as
C. LAZARUS & CO.'S AGENTS
IN
HONGKONG, SHANGHAI, AND JAPAN,
and by whom
ALL ORDERS WILL BE RECEIVED
and forwarded to Calcutta by the EARLIEST opportunity. [1465

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 925 June 15

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
tf 410 Hongkong, January, 1867.

Intimations.

ST. ANDREW'S HALL.

MR. IBURG'S GRAND VOCAL AND INSTRUMENTAL CONCERT
WILL TAKE PLACE ON
THURSDAY EVENING,
the 19th of November, 1874.

NOTICE.—MM. Subscribers are kindly requested to take their Tickets and reserve their Seats from THURSDAY, the 12th, until MONDAY, the 16th, at Messrs. LANE, CRAWFORD & Co.'s. After the latter date the Plan will be open for non-Subscribers.

1878 Hongkong, 12th November, 1874.

FOR MANILA.

THE Departure of the Steamship

"HAI-LOONG,"

for the above Port, is POSTPONED until TO-MORROW, the 14th instant, at 7 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 1879 Hongkong, 12th November, 1874.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,

Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.

THE Company's Steamship

"DEUCALION"

will be despatched on or about the 18th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE.
Agents.
1883 Hongkong, 11th November, 1874.

NOTICE.

LOST, the FIRST of DRAFT No. 12,535, dated Shanghai, 3rd November, 1874, drawn by AUGUSTINE HEARD & Co. on the Undersigned.

All Persons are hereby cautioned from negotiating above Draft, same having been lost or stolen.

AUGUSTINE HEARD & Co.
3d 1875 Hongkong, 12th November, 1874.

NOTICE.

THE Undersigned will in future be able only to receive Patients for consultation at the HONGKONG DISPENSARY, from Mid-day to 2 P.M., instead of, as heretofore, to 3 P.M.

FRANCISCO DA SILVA MAGALHAES,
M.D.
1m 1858 Hongkong, 10th November, 1874.

FOR SALE.

ONE 4-Wheeled American CARRIAGE, with India-rubber Springs.

Two Chestnut Carriage HORSES.

One Set Double HARNESS for Ditto, Silver-plated. Apply to

LANE, CRAWFORD & Co.
14d 1871 Hongkong, 12th November, 1874.

FOR SALE.

A FOUR-HORSE Power Upright Stationary ENGINE and BOILER, Complete.

Apply to
A. MILLAR & Co.,
Plumbers, &c.,
Queen's Road East.
1341 Hongkong, 27th August, 1874.

FOR SALE.

BEST PORTLAND CEMENT and FIRE BRICKS. Apply to
FREDERIC DEGENAER.
tf 1297 Hongkong, 19th August, 1874.

HONGKONG ICE COMPANY.

THE Undersigned beg to intimate that their DEPOT at No. 17, QUEEN'S ROAD, HONGKONG HOTEL BUILDINGS, was OPENED on THE 16TH SEPTEMBER, with a Stock of CLEAR SOLID BLOCK ICE made from PURE FILTERED WATER, without the use of Ether, Ammonia, or any kind of Chemicals whatever; and are prepared to execute Orders for any quantity at

TWO CENTS PER POUND.

SPECIAL AGREEMENTS made with Steamship Owners or Agents.

The DEPOT will be opened from 5 A.M. till 6 P.M., and ICE can be had at the WORKS at EAST POINT any time during day or night.

Order Books can be obtained either at the DEPOT or at the WORKS.

KYLE & BAIN,
Proprietors.
1455 Hongkong, 17th September, 1874.

Notices to Consignees.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's steamer *GLAUCUS* are hereby notified that the cargo is being discharged into Craft, and landed at the Godowns of the undersigned, in both cases it will lie at Consignees' risk. The cargo will be ready for delivery from Craft or Godown on and after the 12th November, 1874.

Goods undelivered after 18th November, 1874, will be subject to Rent.

BUTTERFIELD & SWIRE,
Agents.
7d 1880 Hongkong, 12th November, 1874.

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S.S. *GLAUCUS*, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 14th instant, for shipment per *DEUCALION*.

BUTTERFIELD & SWIRE,
Agents.
4d 1868 Hongkong, 11th November, 1874.

FROM LONDON.

THE S.S. "*Glenearn*," Capt. AULD, having arrived, Consignees of Cargo by her are informed that their Goods are being landed at their risk by and into the Godowns of the Undersigned.

Optional Cargo will be sent forward, unless notice to the contrary is received before 10 A.M. TO-MORROW, the 11th inst.

The Steamer having sustained General Average, Consignees are informed that they will be required, before delivery of their Cargo, to sign an Average Bond, which is now lying at the Office of

JARDINE, MATHESON & Co.,
Agents, S. S. "Glenearn."
7d 1861 Hongkong, 10th November, 1874.

FRENCH BARQUE *FRANCE*, FROM NEWCASTLE, N.S.W.

THE Consignees of the Cargo of Coal by the above vessel not having made themselves known to the Undersigned, Notice is hereby given, that lay days expire on the 16th inst., as per Charter Party.

V. EXMELIN,
Master.
1840 Hongkong, 4th November, 1874.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.

No fire insurance has been effected.

C. BERTRAND,
Principal Agent.

Ex "Donnai," 2nd July, 1874.
FD, 1/35, ... 35 cases Beer.

Ex "Irawaddy," 7th October, 1874.
HB / HSK&C } ... 1 case Merchandise; Consignees R. S. Walker & Co.

Ex S. S. "Hoogly," 20th October, 1874.
P&J, No. 99, ... 1 pkg. Merchandise.
Mr. Pontaynac, No. 6997 } ... 2 cases Mineral Water.

Hongkong, 27th October, 1874.

Notices of Firms.

NOTICE.

MR. JOHN GRATTON OASS is authorised to sign our Firm per procuration.
ELLES & Co.
7d 1870 Amoy, 9th November, 1874.

NOTICE.

THE Undersigned hereby begs to notify for general information that there is no Partnership whatever in the Photographic business carried on under the Style or Firm of AFONG, the Undersigned being the Sole Proprietor.

Mr. M. NOGUEIRA MENDES is authorized to sign my name per procuration.
AFONG,
Photographer.
tf 1839 Hongkong, 4th November, 1874.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE—*No. 3, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.

MR. ALFRED THOMAS MANGER has this day been admitted a Partner in our Firm.
DOUGLAS LAPRAIK & Co.
1829 Hongkong, 2nd November, 1874.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. [tf 1669

NOTICE.

I HAVE Established myself at this Port as Merchant and Commission Agent.
A. MACG. HEATON.
tf 491 Hongkong, 31st March, 1874.

NOTICE.

I HAVE this day Established myself at this Port as a WINE and SPIRIT MERCHANT and GENERAL COMMISSION AGENT.
OFFICE:—*No. 50, Queen's Road Central.*
ED. CHASTEL.
3m 1812 Hongkong, 1st November, 1874.

MARRIAGE.

On the 9th inst., at St. John's Cathedral, Hongkong, by the Rev. Hayward Kidd, Colonial Chaplain, JOSEPH EDWARD MANGER to SUSANNAH VINCENT, only daughter of the late Capt. George Graham, of Workington, Cumberland. [1881

The Daily Press.

HONGKONG, NOVEMBER 13TH, 1874.

IT would be an omission if some acknowledgment were not made of the very admirable manner in which Mr. PRICE, the Surveyor-General, has met the various difficulties which have been caused by the recent typhoon. The motto "Si monumentum quæris, circumspice" may, with slight modification, be applied to his work, as it is certainly the best proof of his energy and ability. The chief matter requiring attention was of course the Praya, and it is only necessary to walk along it to see how well the wants of the Colony in this respect have been met for the time being. Unfortunately, however, what has been done only professes to be and only is, of a temporary character; but if the ultimate repairs to the Praya be effected as judiciously and as well as those which have been made temporarily, the Colony will have cause for congratulation. It is to be hoped that such temporary measures as are being taken will enable matters to hold out until it is possible to set to work in a manner which will secure the permanent improvement of the Praya. It may perhaps seem to some extent premature to discuss the subject in detail; but as it is quite possible that by doing so some suggestions which may be of use will be called forth, and it is desirable, in order that a thorough scheme may be carried out, that the public mind should be prepared for it. It may not therefore be premature to notice some of the more salient points connected with the subject.

There are two distinct objects which it is desirable to secure in a permanent scheme with regard to the Praya—first, that it shall be so constructed as to be proof against future injury by typhoons, and, secondly, that it may be extended Westwards in a continuous line instead of being broken by the Military land near the Cricket Ground. With regard to the latter matter, as recently noticed, there seems to be no difficulty in coming to an arrangement with the Military Authorities; and such being the case, this improvement could be easily incorporated into that of a permanent reconstruction of the Praya generally. We believe there is very little difference of opinion as to the advisability of constructing a sea wall rising at an angle, so as to break the force of the waves, as was recently advocated in this paper; but unfortunately, we understand, there is difficulty of a somewhat serious character connected with carrying out this scheme. It seems that the houses on the Praya, both towards the Westward and the Eastward, are built upon too low a level—being actually a little below the level of the Praya itself. While this is the case it would be difficult, if not impossible, to build a sea wall which would prevent the waves from doing injury—as it is by the backwash that the main damage is done, and in order to prevent this the slope would have to be carried gradually up as far as the waves would come in. If this were done, the Praya Road would have to be raised above its present height, and would in fact be brought above the level of some of the houses on the lower portions. There is, however, we are informed, a means by which this could possibly be obviated, and that is by constructing what is technically termed a "parapet wall" in front of the houses. By this plan the road would be raised from the margin of the Praya towards the houses and a short space before them brought to a close, and a wall built there, leaving a pathway before the houses. Of course there are on the surface some objections to this plan, but they are probably not of a very serious character as compared with the advantages which it would produce, even to the houses immediately affected. It would undoubtedly be worth their owner's while to put up with being deprived of a certain amount of light—and this need not be very great—on the basement story to avoid having to run the risk of inundation and such serious damage to property as was sustained in many directions during the late typhoon. On the whole the property immediately affected, especially that part of it devoted to business purposes for the storage of goods, &c., would be considerably benefitted, and the material gain thus attained might well be set against any losses in an artistic and æsthetic direction—which would probably be that in which they would mainly arise. Certainly every effort ought to be made to carry out some effectual scheme, and we doubt not that public support will be willingly given to any measure fairly within the means of the Colony, which will secure the desired end. It is unfortunate that a mistake made at the outset in putting some of the buildings on the Praya on too low a level will render the work one of some difficulty, but we believe that such obstacles as exist are not insuperable, and doubt not that the Surveyor-General will be able to find some plan for overcoming them should the matter be placed in his hands, as we sincerely trust it will be. We have had so many proofs of the uselessness of renewing the Praya on the existing plan, that it would be unwise to go to any large expenditure without first maturing a scheme which will be of permanent utility.

The *Vasco da Gama*, with mails from San Francisco October 17th, left Yokohama, for Hongkong, on the 10th instant.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 10th November, 1874.

At the Lord Mayor's Banquet Mr. Disraeli dwelt upon the contentment and solid prosperity of the country, and the considerable revival of trade, the Revenue fully realising anticipations. The Policy of the Government was to consolidate its Colonial Possessions and establish an identity of interests with the Mother Country. Abroad it was the general desire to maintain peace.

SPAIN.

The entry of Don Carlos into Hendaye is contradicted.

Hongkong, 12th November, 1874.

POLICE INTELLIGENCE.

November 12th.

BEFORE C. MAY, ESQ.

CAUSING A NUISANCE.

Inspector O'Brien charged Woo Alee with placing some rubbish near the hospital. He was fined 25 cents.

Another fellow, named Tsang Asun, for committing a similar offence in another street close by was fined in the same amount.

CHARGE OF MANSLAUGHTER.

The remanded case, in which Lee Afat and four others were charged with fighting and wounding a coolie, who has since died, came on formally, and was again remanded pending the conclusion of the inquest.

WASTING WATER.

Li Asun was charged with wasting the water at a hydrant in Gage Street. He was fined 50 cents.

LOST, STOLEN OR STRAYED.

Yip Ayung, a hawker of bean curd on the water, charged three men, named Chun Akwai, Wong Ayow, and Lee Asing, with stealing his boat from the beach at Sheik-tong-tsoy.

Complainant said that at 8 p.m. on the 11th instant, a man told him that some Chinese were launching his boat into the water. He immediately called some companions and went down to the beach, and saw three men in his boat pulling off. His companions in the same trade at once launched their boats and gave pursuit. He went and got a district watchman, and on his return the defendants were brought back. They said they were only taking the loan of the boat to go off and see a friend. The complainant said it was a common thing for thieves to come and take their boats away for purposes of a questionable character.

The second defendant was recognised as having been in gaol on two different occasions; and after the evidence of the District watchman, and the men who brought them, the first defendant was sent to two months' hard labour; and the second was sent to six months' hard labour, ordered to find security in two householders for $50 each for 12 months, and told he would be recommended to H. E. for deportation. This cunning thief, who had in all previous cases given different names, different ages, different occupations, &c., clung to the dock and persistently asked to be deported at once. The third defendant was treated as a boy, being under age, and was sent to 21 days' hard labour, and ordered to be flogged 15 strokes each time at three intervals.

INQUEST.

The adjourned inquest on the body of Cheong Aching, the man who met his death in a fray on board of a cargo boat on the 8th instant, alongside the steamship *Pearl*, was resumed yesterday, at the Magistracy.

Mr. Wotton again appeared to watch the case.

Wong A-ngi said he was a coal coolie, and was working in the cargo boat, when Pang Acheong said some of the coolies had taken a wooden stancheon away. The deceased made answer, "Look for it, and if you cannot find it I will tell my master to pay for it." Pang Acheong said "you must give it back immediately, and if you don't I will cut you." By this time the man Pang Acheong had two swords which he had procured from the after cabin. The deceased told him again look for it. Pang Acheong then struck the deceased across the nose with the back of one of the swords, and gave him several other blows, after which the deceased fell. Cheong Afook, the third man, had a bamboo. Lee Akwai the fourth man had a paddle and Lee Ayee the fifth man had a broom. They each of them struck four others of the coolies, including himself. He received a wound on the left side on the shoulder. He saw that Lee Afat also had two swords, and that Pang Acheong gave the deceased three blows with the swords after he had fallen. There was plenty of torchlight on board the cargo boat, so that everything could be plainly seen. He sat down himself in the boat and he saw the deceased carried on board the steamer insensible. Tsang Ating, the first witness, was in the cargo boat on the other side of the steamer, but during the row he came down into Pang Acheong's boat and was struck. Altered this statement and said he came down from the steamer after the blow was struck, and that Tsang Ating was actually one of the coolies employed in Pang Acheong's boat.

Lum Afook, another of the coolies, gave corroborative evidence.

After the evidence of two other coolies, who made similar statements, another named Wong Sing Leung was called, and he said that Pang Acheong, addressing the deceased, said, "if the stancheon was not given up the coolies would have to be fined $10." This caused wrangling on both sides. The coolies on the cargo boat at work were driven on board the steamer by the cargo boat men, who were armed with swords and bamboos. The deceased was the last man attempting to get on board, and Pang Acheong struck him with the back of the sword on the front of the head, more towards the right temple. Pang Acheong had two swords and Lee Akwai had two swords. Cheong Afook had a hook bamboo, and the other men, Lee Afat and Lee Ayee, had bamboos. Lee Akwai struck the deceased on the chest with the back of the sword. Pang Acheong brought the swords up and handed two of them to Lee Akwai. At the commencement of the quarrel there were four lights, but in the fight, when the scramble took place, two lights only remained, one lamp on the mast and a torch on boat. These lights only were on the cargo boat when the deceased was struck. One light was on the ship's side.

After the evidence of several other coolies, who gave similar testimony to that by coolies previous to the last one, the inquest terminated at ten minutes to 7 o'clock, by the jury returning a verdict of "Manslaughter" against Lee Afat, Pang Acheong, Cheong Afook, Lee Akwai and Lee Ayee.

If a man marry a ballet dancer, may it not be said that all the children she may present him with will have a *step-mother?*

THE TREATMENT OF THE INSANE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—At the present time, whilst the attention of the public is drawn to the fact that there is no accommodation for lunatics in this Colony, I, as a person having some experience in this class of patients, should like to say a few words on the subject. The attention of the Colonists was of course drawn to the matter by inconvenience and annoyance resulting to *themselves* from the screams of Mrs. Sarah Bennett, and they are, only too naturally, liable to overlook the injury inflicted on Mrs. Sarah Bennett *herself* by the absence of any proper asylum.

I may here premise that most of the acute forms of insanity are amenable to treatment, *if taken in time, and placed under favorable conditions.* This is a fact well established in England where the recoveries are over 40 per cent. on the total number admitted of *all classes* of insanity, and a much larger proportion in the acute forms taken above. If on the contrary the first stage of the disease be neglected, or the patient's surroundings be unsuitable, the chances of recovery are proportionately lessened.

Such being the case, it is unquestionably the duty of the European residents in China to provide a suitable establishment for the reception of these unfortunates, and as the number of insane, in any one place, is not large, it should be a conjoint affair supported by the united subscriptions of the residents in the treaty ports, and afford accommodation for all cases occurring within their limits.

At present, as far as I can learn, there is no asylum in either China or Japan, and lunatics are allowed to go at large, transmitting the insane taint to their offspring and rendering themselves obnoxious to the community generally, until they commit some crime or are considered too dangerous to be free, when they are locked up in the common jail with thieves and murderers for neighbours and four stone walls for their "surroundings." The first stage of the disease is over before it is thought necessary to confine them, and the unfortunate individuals are probably insane for life.

I think that the different treatment of hereditarily transmittable, as compared with contagious, disease is one of the most glaring evidences of the selfishness which pervades humanity (?) at the present day. Contagious disease we are frightened of catching ourselves, and so we isolate it, and supervise it, and build a hedge about it, and pass by on the other side; but as for hereditary disease we have nothing to do with it. Our fathers did nothing for it, why should we? *We* at least are safe; it's not catching, and as for other people's children, no doubt they will look after themselves. Such is the style of argument used by the "dollar grinding" section of the community, as though the present were the only tense in the indicative mood.

I might go on to give instances in which not only injury but death has resulted from the non-detention of lunatics in this Colony; but I think enough has been said to demonstrate the necessity of taking action in this matter.

Yours, C.

P.S.—I am informed that some cells are being built at the Tung Wa Hospital for the confinement of lunatics, but no one with any knowledge of the rational treatment of the insane would be satisfied with such an apology for an asylum.

THE "SEA SERPENT" AT LAST.

A few days ago a large black-looking object was seen floundering off Kirealdy harbour, apparently ashore on the sandbank at the entrance to the channel. Losing no time, a boat was manned by several men and boys, who at once proceeded to grapple with the briny monster. After struggling for some time with the fish, they managed to get it on board their small craft. The monster was landed close to the shore, when it was found to measure from the snout to the tail about 9 ft., to have a ferocious-looking mouth, filled with sharp and close-set teeth, and two horns jutting out from its head, which was about half the size of its body. One of the numerous onlookers pierced the large fish with a hook, when several flounders leapt from it on the beach, where they became the sport of juvenile bystanders. There were no marks of teeth on the flounders, which must have passed through the gullet of the fish whole. Unfortunately the wonderful fish was allowed to escape before public curiosity had been fully satisfied regarding it.—*Glasgow News.*

AMUSING SCENE AT BOW STREET.

At Bow Street Police Court, Robert Nash, a costermonger, was charged with being drunk and causing an obstruction in Marchmont Street.

Police constable 29 E.R. said he saw the defendant with a basket of fish, which he was trying to sell in the middle of the pavement. He had chalked a circle round him "for luck," and would not move on. The street was completely blocked. The man was too drunk to hear remonstrance, and he (witness) was obliged to take him in custody.

Prisoner—Now look 'ere, yer worship. Every word that there constable has said is——

Mr. Flowers—I shouldn't advise you to make a false charge against the constable.

Prisoner—I wasn't a going to. Every word he sez is true. He acted like a brother and a man, and if I'd a took 'is advice I shouldn't 'or been 'ere now.

Mr. Flowers—I thought you were going to accuse the constable of falsehood. Yours is quite a new defence, and as you admit your fault you may go this time.

Prisoner—Thank yer worship. (Great laughter in court.)

THE COAL AND METALLIC PRODUCE OF THE UNITED KINGDOM.

A table recently published supplies material for a comparative statement of the quantities and value of the coal and metals produced from British ores in the United Kingdom from 1859 to 1872, the value given being that which is estimated at the place of production. Looking first at coal, we find that in the fourteen years the rise in the yield has been from 71,979,765 tons in 1859 to 123,497,316 tons in 1872, or an average increase of about three and three-quarter million tons annually. This increase has been comparatively steady, although in two years there was a decrease. In 1862 the yield fell by 2,000,000 tons below the previous year, but recovered in 1863 by a rise of 5,000,000, and in 1868 the supply was more than 1,000,000 tons below 1867, but the fall was again followed by a large rise. In 1872 the yield was about 6,000,000 tons in excess of 1871. While the supply has nearly doubled, its value has nearly trebled, and has risen from £17,994,941 in 1859 to the enormous sum of £46,311,143 in 1872. This, it must be remembered, was the estimated value at the place of production. The relative value of a ton of coals as furnished by the comparison of these figures was 5s. a ton in 1859, and within a fraction of 7s. 6d. a ton in 1872. This increase in value has been accompanied and has partly resulted from our large consignments of coal to other countries, our exports under that head, as was shown in our notice of the export trade of the United Kingdom a few days ago, having nearly doubled in the same period to which these figures refer. The produce of the metals from British ores shows very different results. The yield of pig iron has risen from 3,712,904 tons in 1859 to 6,741,929 tons in 1872, an increase of about 3,000,000 tons. Fine copper has decreased from 15,770 tons to 5,703. Metallic lead has also slightly decreased—viz., from 63,233 tons in 1859 to 60,420 in 1872. White tin shows a slight rise from 7,100 tons to 9,560 tons in 1872, but the latter yield is 1,000 tons below the two years immediately preceding. Zinc has risen from 3,697 tons to 5,191, and the silver extracted from the lead has risen from 578,277 ounces to 628,920 ounces. The gross value of the pig iron has doubled with the quantity raised, and thus the relative value in 1859 and 1872 is the same. The value of the fine copper and metallic lead has decreased almost in the same proportion as the supply. The value of the white tin has, however, risen far beyond the rise in the supply, for while a ton in 1859 was worth £131, in 1872 its value was £152. The relative value of zinc has also risen, for a ton, which was worth £20 in 1859, was worth nearly £23 in 1872. The value of silver remains almost the same. In the other metals returned we find that the produce of British gold has fallen almost to nil. In 1861 the yield of 2,784 ounces was worth £10,816. In 1862 the supply had nearly doubled, and had risen to 5,299 ounces, valued at £20,390. In 1863 the yield fell to 552 ounces. In 1864 it rose again to 2,887, and after several fluctuations in 1869 it stood at the minimum of 18 ounces. The total value of the coal and metals raised in 1852 was £31,6?0,581, and in 1872 it had risen to £68,380,376, or more than double, the increase, as we have shown, being chiefly from the coal supply.

THE ORIENTALISTS' CONGRESS.

(*Spectator.*)

The Congress of Orientalists has been a successful example of the International meetings now coming into vogue. These gatherings do not act upon the multitude on the huge scale of the British Association, but they are perhaps more effective in promoting higher knowledge. Experts in different lines of research, such as Egyptian and Chinese language or history, meet, and hear one another's papers, and get their range of view enlarged,—an excellent thing for a generation of specialists, whose minds have no doubt suffered by over-division of labour. The social effects of the meeting were not less perceptible. German and French professors, who had been half their lives shooting at one another with arrowheaded characters, were pleased to meet and make friends. Even when they disagreed in the Sections, the newspapers threw a veil over the conflict, possibly because when the attack was in French and the defence in German, the reporters did not feel quite sure which side had the best of it. The time for the actual reading of papers was much too short, but one good effect of this was the exclusion of worthless matter. The Eastern gentleman who desired to prove the Corinthian columns of Baalbec to be monuments of prehistoric antiquity did not get a hearing at all. In the Archæological Section, the inevitable Great-Pyramid paper was represented by elaborate geometrical diagrams, but the expected voice was not heard to proclaim that its measurements, properly corrected, prove the ancient Egyptians to have known at once the precise diameter of the earth's orbit and the precise length of the English yard measure.

One useful result of the Congress may probably be a revision of the linguistic classification which is still so popular as to have given names to the Sections, but which has come to be inconveniently at variance with modern knowledge. The strong terms in which Professor Owen protested against Shem, Ham, and Japhet were even less remarkable than the long and loud applause of the Ethnological Section at his proposal to do away with the terms "Semitic," "Hamitic," and "Japhetic." It might be argued, on the other side, that the use of these terms does not imply a reception of the three Patriarchs as personal father of three races of mankind. But it is quite true that the ambiguity caused by the use of the terms is incurable. In fact, the word "Japhetic" has been abandoned for many years. If "Hamitic" be used as this Congress used it, in its strict and original meaning of "Egyptian," then it is better to say "Egyptian" at once, while if languages of Negroes and Asiatics are to be classed together (as they have been) under the name "Hamitic," then the word is simply a stumbling-block. "Semitic," as equivalent to "Syro-Arabian," is the least objectionable of the three. What shows that this opinion of the Congress was not caused by anti-theological feeling is that the modern term "Turanian," the origin of which is not Jewish, but Persian, not in the Bible but in the "Shah-Nameh," has distinctly fallen into disfavour among the Orientalists. If used as a Persian would have used it, to indicate the Tatar tribes on his frontier, then it is a good name enough; but when it comes to including under the one heading of "Turanian" the diverse languages which are neither Semitic nor Aryan, it would be better to have no third term, than one which leads the public to imagine a connection between tongues which have nothing in common.

In Dr. Birch's inaugural address, some of the best remarks belong to his special subject of Egyptology, as when he endorsed the opinion that the Phœnicians first saw alphabetic writing half-invented in Egyptian hieroglyphics, and then went home and perfected the art. In another Section, another curious case of half-invention was to be seen. The copper-plates which Dr. Eggeling produced from South India have their writings engraved on them, so that if it had occurred to the writers to print from them, they might have done it; but the idea never did occur. In the Semitic Section, the great feature was an animated address from M. Jules Oppert, setting forth his views on that one of three languages of the Cuneiform inscriptions, which is neither Persian nor Assyrian, but may be a Tartar language. M. Oppert believes it to be Median, and that the time-honoured notion that the Medes were Aryans, like the Persians, is a delusion. But he did not support this paradoxical view with any evidence of real weight, and the meeting was grateful to Professor Schrader for getting up to say as much. In the Hamitic section, the great event was Brugsch Bey's discourse on the Exodus of Israel. This able investigator, who has worked out the geography of ancient Egypt with such wonderful completeness from the hieroglyphic inscriptions, has satisfied himself that the city of Rameses mentioned in the Book of Exodus is Tanis or Zoan, and has identified also the city of Pithom. Starting thence on the line of march of the Israelites eastward, he considers that they crossed the narrow isthmus which separates Lake Serbonis from the Mediterranean. At ordinary times, this strip of ground is passable, but high winds drive the water over it, and at the time of Artaxerxes part of an army got safely across, but the rest were drowned by the rising flood. It may have happened thus, Brugsch Bey thinks, to the Israelites and the Egyptian army in pursuit, and out of this accident may have been developed the traditional crossing of the Red Sea! The idea of such flooding of low ground is not new, but it is introduced in this new locality with such consistency of detail, that very likely Dean Milman would have accepted the theory with enthusiasm. It must be understood, however, that the Egyptologists at the Congress have only acknowledged the extreme cleverness of Brugsch's theory, but have in nowise committed themselves to it. Professor Max Müller's address to the Aryan Section was in his best style of genial eloquence. His defence of the barbaric rudeness of the Vedic hymns as being, in fact, the proof of their antiquity, was a perfect answer to the critics who complain that they want the spiritual poetry of the Psalms, the work of far later poets, who had reached civilisation without forgetting the old imagery of nature. Professor Müller stood up manfully for the Missionaries, as among the best contributors to Oriental learning, but his suggestion that Oxford should give special facilities for their training was but coolly received by his audience. It is a symptom of the turn religious thought is taking throughout the scientific Europe that in Professor Müller's remarks on the ethnology of belief, nothing excited such applause as the words of a Persian poet, which he quoted from Mr. Moncure Conway's "Sacred Anthology":—"Diversity of worship has divided the human race into seventy-two nations. From among all their dogmas I have selected one,—the love of God." After this address followed a paper by Dr. Thibaut, who, working at an ancient and most crabbed Sanskrit treatise concerning the construction of altars, found in it a set of rules which showed that before the time of Pythagoras, the Brahmans had been led, by the desire of pleasing the gods by the neat masonry of altar-court, to discover the proportion as to the squares on the sides of a right-angled triangle. They had worked it out empirically, guided by measuring the triangles whose three sides are whole numbers,—for instance, 3, 4, and 5. Their rule for squaring the circle was also right to several places of decimals, but they knew it was not quite right, and described it as *saviçesha*,—"that which departs from truth." After this instance of the secular knowledge which has sprung from religious belief, there came an instructive case of the way in which man follows out independently, in distant regions, the same trains of thought. This was Professor Stenzler's paper on the expiatory rites of the Hindus, whose fasts, fines, penances, and indulgences run parallel with those of mediæval Christendom. There is something quaint in the notion of a penitent ordered to fast for three years, and doing it by vicarious arithmetic, hiring four hundred people to fast for three days. At the Turanian Section, Mr. Isaac Taylor pursued his theory of the Etruscan language being Tartar, but he seems to have enlisted no companions, and to journey alone on the doubtful track he has fallen into. The Orientalists, in choosing Mr. Grant Duff to preside over the Archæological Section, gave a graceful recognition to the Indian Government, whose enlightened patronage of learning and research contrasts with the stinginess of our Home Government. Among the topics of Mr. Grant Duff's solid discourse was the discovery by General Cunningham of sculptures of the time of Asoka (three-quarters of a century after Alexander), representing the jatakas or transmigration-births of Buddha. In the legends whose antiquity is thus vouched for, we find probably the first origin of some of the Æsopian fables,—the "Fox and the Stork," for instance. Professor Owen, at the Ethnological Section, delivered the last of the Presidential addresses. It was felt to be a pity that he devoted so much time to discussing Egyptian chronology, where he was less at home than some of his auditors; and he jarred upon the tenderest chord of the Egyptologist's heart by the way in which, speaking of that ancient authority Manetho, he would call him Maneto. But within the naturalist's province, in contrasting the features of the indigenous Egyptians with those of the invading Shepherd Kings from Syria, and in dwelling on the traces of human antiquity before any relics which come within the comparatively modern range of the historian, Professor Owen made by no means the smallest contribution to the proceedings.

With a certain symbolic fitness, the Orientalists quitted at last the modern Western realms of Albemarle Street, and went in pilgrimage to the early home of London civilisation, to do homage to the great potentate of the East End. The old costumes and customs of the Mansion House delighted the Orientals, who were pleased to find something archaic even in England. The point of the evening was made by the Lord Mayor, when he congratulated M. Léon de Rosny on his being distinguished in Paris, "a city not far from the centre of civilisation." It would have been uncourteous to define more exactly the place of the very centre itself, but after a Lord Mayor's dinner, everybody knows.

EFFECTS OF IMAGINATION.

At a late meeting of the Paris Académie des Sciences, a letter was read, observes the *London Medical Record*, from M. Volpicelli, of Rome, to M. Chevreul, in which the writer related that a Roman physician had asserted to him that, if a magnet were brought near to a nervous patient, magnetism had the effect of disturbing him in various ways, and notably in his condition of health. M. Volpicelli goes on to state that, being invited to experiment on a nervous subject at the San Spirito hospital, he practised a little ruse, and instead of taking with him a magnet, provided himself with a piece of unmagnetized iron. The patient scarcely saw the piece of iron before he fell into convulsions; his imagination became so highly excited that nervous disturbances of the most extreme character supervened. M. Volpicelli then made a second experiment. A magnet was placed in the hands of another person suffering from nervous disorder, who, when a few minutes had elapsed, was so extremely excited that it was necessary to take the magnet from him. M. Volpicelli, was, however, convinced that the nervous disturbance was brought on by the sight of the magnet and not by magnetic action, and he was subsequently able to assure himself of the fact. The same person had to preside over a scientific meeting, and M. Volpicelli contrived to surround him with very powerful magnets, which were introduced into his chair into the drawer of the table before him, and even under his feet, without his having the slightest suspicion of the trap laid for him. During the meeting, which lasted more than two hours, his nerves were not in the least affected; and when the meeting was over he declared, in answer to a question put to him by M. Volpicelli, that he was perfectly well; but when it came to his knowledge that he had been surrounded by powerful magnets he was extremely surprised and alarmed, and began to have an idea that he could not have been so well as he thought.

HOME SPECULATIONS ON THE TYPHOON.

A home paper, evidently not very well acquainted with the relative positions of Hongkong and Macao, makes the following speculations on the receipt of the telegram conveying the news of the recent typhoon:—

AWFUL TYPHOON IN CHINA.—ONE THOUSAND LIVES LOST.

Hongkong, Sept. 23rd.

A typhoon of unprecedentedly destructive violence swept over this city about 12 o'clock last night, causing fearful loss of life and property. The steamers *Leonor* and *Albay* were sunk, eight other vessels either foundered or were wrecked, and many are missing. Numbers of houses have been blown down by the violence of the raging element. The loss of life is estimated at 1,000, and the damage done to property is immense. The typhoon reached Macao, causing there also a fearful amount of damage.

The alarm caused by this sad intelligence will not be likely to abate until more news comes to hand. At present it is impossible to judge approximately of the extent to which the disaster has spread. According to the meagre details furnished, the furious tempest appears first to have struck the island on which stands Hong Kong, doing incalculable damage to the shipping and house property at that prosperous port, and then to have travelled onwards to Macao. Should this prove to be the real course followed, there is little reason to fear intelligence of graver disasters, since no important commercial towns exist on the coast to the southwest of Macao. On the other hand, it is possible that both towns mentioned in the telegram were included in the orbit of the typhoon, and that after wrecking them it travelled onwards towards the interior. This view of the matter is strengthened by the fact that Hongkong and Macao appear to have been struck almost simultaneously, instead of in succession, as would have been the case had the hurricane travelled from the more easterly port to the western. If the typhoon came from the south east, its course would, after passing Hongkong, follow the river leading to Canton; and in this event the most thriving commercial city of the China Empire would be exposed to imminent danger. Since the devastating cyclone which struck Calcutta on the 5th October, 1864, no similar calamity has fallen upon the shores of the eastern seas. On that occasion the loss of life was enormous, not only in the fair City of Palaces, but in the entire country stretching from the Sunderbunds to Serampore. Even six months afterwards the banks of the Hooghly were strewn with innumerable skeletons, while wrecked ships and ruined towns might be seen from Calcutta to the sea. On Tiger Island not a vestige of life was to be met with; Kedgeree, an important town near the mouth of the river, lay in ruins; and all the way up the stream similar evidences of devastation presented themselves. So late as March, 1865, river steamers were still lying high and dry on the embankment at Calcutta, while great ocean-going ships, which had broken from their moorings during the storm, remained stranded many miles farther up the river. But it must not be inferred from the extent of this terrible calamity that anything similar is to be now dreaded in China, even if the recent typhoon has taken its course towards the interior. On the Hooghly a powerful agency lent its help to the tempest in that "bore," or great tidal wave, the coming of which, even in ordinary times, is always accompanied by a certain amount of danger to small craft. Had the cyclone been alone, great damage would undoubtedly have been done to shipping and buildings at Calcutta. But it was the great wall of water, estimated to have been some 20 feet high, that caused the terrible loss of life, by submerging the alluvial flats between Calcutta and the sea. Urged on by the furious tempest, this immense wave came roaring in from the Sandheads, and before there was any time for escape, towns, villages, and fields were covered by the deluge. Some idea of the height to which the "bore" reached on this occasion may be formed from the fact that a brig of 250 tons burthen, belonging to the pilot service, was driven by the hurricane through the centre of the Kedgeree Post Office, a building two storeys high. Many months afterwards it was curious to find this vessel, with all her spars standing, lying amidst growing crops, at a distance of nearly a mile from the river. No doubt the destruction of property will prove to be immense, while the loss of life, probably owing to the fall of buildings and the sinking of ships, is already roughly estimated at 1,000. Yet although this loss is sufficiently terrible, it is absolutely insignificant compared to that which occurred in Bengal in 1864, when it was calculated that between 100,000 and 200,000 natives lost their lives, chiefly through drowning.

THE SUBLIME PASSION—HOW A SCHOOL INSPECTOR MAKES LOVE.—School Inspectors have ways peculiar, and generally wind up their examination questions with, "If so why?" or, "If not why not?" One night not long since an inspector from the north called at a house in Buell Street where his "girl" boarded, and asked the servant, "Is Miss——in, and if so, why? Is she engaged, and if so, how?" Then he went in, and the servant heard him say "My darling do you love me? If not, why not?" After a while—"Give me a synopsis of your employment during the week, analyse thoroughly and completely the state of your sentiments towards me." When he left, after kissing her, he remarked, "Be prepared on next Sunday at half-past two to state accurately and concisely when, where, and by whom, and under what circumstances our marriage shall be performed."—*Rockville Recorder.*

BEARING REINS.

A correspondent of more than one of the morning papers, Mr. E. F. Flower, has been descanting with great force and good sense on the absurdity of bearing-reins, a part of the harness which has no effect on the horse except an irritating one, and which, when a "gag bearing-rein is used," as it is now more and more frequently in London, is a simple instrument of torture. The truth is that the popularity of bearing-reins is due almost entirely to grooms and coachmen, who have an ignorant liking for that uneasy motion of the horse's head which it induces, and which, they think, imposes on the world as "fire." Now a very large number of the class of self-made rich men, having no knowledge of their own of horses, are completely in the hands of their coachmen and grooms, and yield an implicit faith, therefore, to the efficiency of the bearing-rein. If a few long-haired gentlemen or ladies would just try how far it would add to the freedom of their own movements to have their back hair fastened tight down to the small of their waists, they would form a better notion of the delights and utilities of the bearing-rein.—*Spectator.*

SUPPLIES OF COTTON.

The cotton trade of this country shows no signs of depression. Last year, according to the returns of the Board of Trade, there was a total import into the United Kingdom of 1,527,596,224 lbs., an increase of 119,000,000 lbs. on the previous year. One fact, however, is not quite satisfactory. While the supply from the United States amounted to 832,573,616 lbs., an increase of 207,000,000 lbs. over the import thence in 1872, we received from British India only 367,659,774 lbs., a decrease of 76,000,000 lbs. There was also a decrease in the import from Brazil, New Granda, Venezuela, the British West Indies, and British Guiana. The tendency, therefore, is to return to the old state of things, in which England mainly depended on the United States for its cotton supply. This is to be regretted. Every one knows the effect of the American civil war on the English cotton trade, and the widespread misery caused throughout Lancashire. The conditions are not likely to return; but the failure of a crop, or temporary political disturbance, might occasion serious inconvenience. It is well known that India is capable of much more extensive cultivation than has yet been attempted. Why should not a determined effect be made to draw upon the resources there open to us? England would thus give a favourable impulse to her own trade and to that of her vast dependency.—*Globe.*

THE WIVES OF WORKING MEN.

Examinations are now the order of the day, and everybody seem desirous of publicly testing his knowledge of everything. Soldiers, sailors, lawyers, and clerks have to undergo the same ordeal, and the "movement" seems for ever to be on the increase. It is impossible to say when a limit will be reached. Should, however, the education of married women be submitted to the examination test, the following "papers" may be confidently expected from the examiners—Examination Paper for Colliers' Wives.—What is the best brand of Champagne? Give the present Paris fashions, and say whether velvet or satin should be used in dresses intended for every-day wear? What are the names, dates, and distances of the principal annual horses races? Is there any cure for intoxication? If you answer in the affirmative give the prescription. What is the best defence in fights where hob-nailed boots are freely used? Examination for Curates' Wives. Give the present prices of meat and coals? What is the best substitute for meat at dinner? How long will a hundredweight of coals last in winter time? Give your answer in months. How many yards of calico does it take to clothe yourself and children? Given £30 a year, prove that a gentleman, his wife, and six children can live upon the money in a state of respectability. Give the full meaning of the following words—(1) "Misery," (2) "Despair," and (3) "Starvation."—*Punch.*

CLEVER ESCAPE FROM GREENOCK PRISON.

Two persons, named Ramsay and Wilson, have effected their escape from prison at Greenock in an exceedingly clever and daring manner. Wilson was in custody on a charge of theft from the premises of a jeweller in Greenock, while Ramsay was charged with pocket picking. Both of them were committed for trial at the autumn Circuit Court, which commences its sitting in Glasgow on the 6th. Ramsay had obtained possession of an iron hold-fast, with which he had rubbed away the stone on the door-post until he reached the iron staple into which the bolt of the lock was thrown when the door of his cell was locked. This portion of his work must have taken several weeks' incessant labour to accomplish, and the result of each day's labour was hidden from the observation of the warder by covering the place with putty stolen from a workman who had been employed for the purpose of fitting two pieces of glass into a window in the cell. At nine o'clock at night the prisoners, who occupied separate cells, were undressed, their clothes removed from the cells, and the doors locked. The warders made their rounds frequently in the course of the night, but without finding anything wrong, and the security of the cells was tested at four o'clock the next morning. Ramsay immediately afterwards must have opened the door of the cell by forcing the staple out of its place, and, finding his clothes in the passage, had hurriedly dressed, walking along the corridor past the door of a room in which the warders off duty slept, and ascended a staircase that led to the next floor, picked the lock on the door of Wilson's cell, and, after picking the locks on other four doors, reached the yard. They found a ladder in one of the cellars, and by means of it they got to the top of the prison wall and dropped into the street.

THE DECLINE OF THE JEWELLER'S ART.

The failure of art to keep pace with industry is one of the regretable features of modern progress. In times when the appliances of manufacture, now everywhere common, were unknown, the fellowship of these two qualities was more sincere and more secure than at present. The workman, if he manufactured less, at least managed to penetrate things of his workmanship with a more potent charm and grace. Things of the meanest and most trivial uses were made to serve the purposes of beauty without loss of practical value, and it may be said generally that the feeling and desire for grace went along with mechanical invention, and that the whole field of industry felt the influence of artistic knowledge. In modern times this is confessedly not so. The rapid invention of new machinery, the ingenious application of science to aid industry in her powers of production, has, in too many instances, tended to place the workman beyond the reach of art influences. In no department of industrial effort is this seen more clearly than in the manufacture of modern jewellery. Industry is more busy than ever in creating what cannot any longer be called personal ornament, but industry has so far outstripped art that it is difficult now to believe that the manufacture of jewellery once attracted the most exquisite taste and the rarest technical gifts. Our painters would be much surprised, and justly alarmed, if they were to be associated with modern jewellers, and yet many of the Italian painters were jewellers and the sons of jewellers. One of the most beautiful specimens of art in bronze in the British Museum is only a design wrought upon a clasp for the shoulder, made precious by the magic spirit of Greek art. In these times no clearer witness of ancient art workmanship survives to us than is afforded by engraved gems. This artistic spirit has, however, fallen away from manufacture, and left it to its own devices. In things of mere necessity we must perforce endure the decline of taste, but a chair or a table is still useful even though it may be hideous. But what is the use of ugly ornaments? A ring, or a bracelet, or a brooch is either beautiful or it is worthless. Unhappily, the jewellery of the present day has not hesitated in this alternative, and depending too readily upon the worth of precious stones and the standard price of gold, has consented in every artistic sense to become valueless. Its loss of beauty is not confined to one country; the decadence is universal. Paris, which sets the fashion in this, as in most other matters of personal adornment, has no genuine art product in jewellery to show, and on this point we may quote the frank confession of a French critic. Referring to the exhibition of art industries now open, he discusses the causes of the present state of things. "The artists of our time," he writes, "affect a perfectly ridiculous contempt for ornament properly so called, and abandon its manufacture to common workmen. In the schools of design the study of ornament is deserted, and if a remedy is not quickly found for this state of things the time will soon arrive—if, indeed, it has not already come—when it will be difficult to find workmen capable of treating ornament at all." We know well that in England the facts are not more favourable. The sight of an ordinary jeweller's window, with its rows of heavily-weighted rings, is wholly distressing to true taste. The aim of the workman can be detected at once. So long as misshapen gold circles with large stones of high value, are produced, he is satisfied. There is no effort to make the metal precious by delicate workmanship, or to render the presence of brilliant gems subservient to a general design. It is enough if the stones themselves are cut with mechanical accuracy into many facets, and if the gold setting aids in increasing the money value of the jewel. It is impossible, with such aims, that anything of dignity or grace or charm can attach to the product. The art beauty of precious stones is wholly independent of their market price, and their service to the truly artistic workman rests in the assistance they may give to the completion of a preconceived design.

It is quite time this degraded condition of the jeweller's art should be clearly recognised, and its causes accurately ascertained. One of these causes lies on the surface, and needs only a slight effort for its removal. The goldsmith, like every other artist workman, needs sound and thorough technical instruction, and at the present moment there are no means by which this instruction can be obtained. The craft, once famous and honourable, has sunk to a thing of mere mechanical aptitude, from which all art feeling is absent. By whom this technical training is to be provided we need not on this occasion discuss. It is sufficient that the need exists, and that means exist, if properly used, for remedying the evil. In his address to the Social Science Congress, Lord Rosebery dwelt on the necessity of establishing technical schools. Every observer of the tendencies of modern industry will agree with his remarks on this subject. English workmen cannot rival those of the chief continental if their training is inferior. In no department of work is reform more needed than in that to which we refer. Thorough technical instruction of jewellers may once more justify the world in ranking them among artists; but without it they must remain mere tradesmen, whose work, instead of imparting sincere pleasure, will exercise a vulgarising influence on the community.—*Globe.*

BRITISH SUPREMACY ON THE SEAS.

The new journal of the German Navy the *Marine-Verordnungsblatt*, contains in the unofficial part of its last number a curious review of the long standing conflict for the acknowledgment of our own supremacy over the British seas, carried on throughout the whole Stuart period with our neighbours. The claims of Great Britain were that her flag should be saluted in token of this supremacy over all waters between Norway and Cape Finisterre; and it is not surprising that France, Spain, and Holland at various times resisted these pretensions with more or less success. James I. ordered all his ships of war to require a salute from foreign armed vessels within these wide limits without being called upon to return it, an edict which naturally produced direct refusals from the French and Spanish Kings. Charles II. repeated the claim at first in its full extent; but when Louis XIV. remonstrated in the warmest terms, the difficulty was met by ordering the English admirals to keep away from the French ships of war, and in case of an unavoidable encounter to salute simultaneously. The claim to superiority was, however, expressly reasserted by Royal orders under James II., and commanders were directed to enforce it by arms if necessary; the reply to this from Louis XIV. being a positive instruction to his own captains to insist on the first salute, even at the risk of battle. In two treaties of peace made by us with Holland during this century the right of the English flag to a salute was made an express article, and this was actually repeated in that of 1784 between the same contracting Powers, although the usage practically died out during the eighteenth century, having been last, it seems, enforced against our ships on the open sea, under Louis XIV.'s former orders, by a French admiral just before the declaration of war in 1744.

ARTISTIC TELEGRAPHY.

The submarine wires are apparently become ing the medium for the display of literary effort of a rather ambitious kind. Mr. Reuter's energetic correspondents are not altogether above the temptation of occasionally indulging in a stroke of rhetoric or wit. But the effusions of these matter-of-fact gentlemen are, as a rule, very far from gushing. "Own Correspondents" seem to have a wider license or a loftier ambition. A leading journal yesterday printed a message from one of such correspondents, in which the rhetorical effect of antithesis was displayed with remarkable effect. After announcing the escape of a young English lady from the dangers of a terrible fall in the Alps, and mentioning the suspicious fact of her having started for Italy, this writer—for he well deserves the title—proceeds to say, "She rolled 80 feet down a slope. A shepherd, on the other hand, has discovered the remains of an English clergyman who lost his life last year near Rosegg." The reader has a free choice left him as to the meaning of the words "on the other hand." Is it intended to contrast the shepherd with the lady, or Rosegg with the "declivity" down which she is described as having fallen? Possibly the words are intended to show that, though ladies may escape from such falls, clergymen, on the other hand, are sure to perish in like cases. Possibly the correspondent is averse to Alpine climbing altogether, and wishes to point a moral in contrasting the rash conduct of the lady with the useful toil of the "shepherd on the other hand." The mystery will probably remain unsolved and become a *locus celeber* in English literature. Perhaps the same fate may be expected for another phrase communicated by the same correspondent to the same journal on the same day, in which he suspects that a certain statement was inspired, not by the esteemed chief of the Foreign Office, "but perhaps from a source equally, though less elevated."—*Globe.*

THE CHAMBERS OF COMMERCE ON UNSEAWORTHY SHIPS.

We are glad to see that the Associated Chambers of Commerce at Newcastle have had the good sense to reject a resolution submitted to them condemning the present supervision of ships by the Board of Trade, suggesting that a compulsory survey and classification of ships by "existing registry societies within certain limits hereafter to be determined," should be enacted, and laying down the principles on which a load line should also be made compulsory. The discussion has again brought out the strength of the case against the empirical remedies of Mr. Plimsoll, and the extreme difficulty of any practical legislation at all which will not, by its interference with trade, cause worse evils than those which it suppresses. There was naturally a great difference of opinion as to what system should be substituted for the present. Mr. Palmer's suggestion of a great marine Board with local boards under it to survey and supervise ships, is, we suspect, not a very practicable one, and nothing better, as far as the report before us goes, was prepared. Still it is better to wait and do nothing rather than act rashly, and the negative conclusion of the Associated Chambers of Commerce thus tends to put things in the right groove for arriving at a solution. The statements by Mr. Norwood as to how little survey and supervision can really effect add to the accumulation of evidence against destroying in any way the responsibility of the shipowner. The most essential point after all is the ability of the captain and crew to navigate the ship, and nothing would be so difficult to test. "They registered a vessel A 1 on her first voyage, and if she was not properly manned and stowed, and wanted a clever, able captain, she might be as unseaworthy as if she was only a small costing craft, or even more so...... ...He need not tell Newcastle gentlemen that only two years ago there were two first-class steamers belonging to that port which went down in the Bay of Biscay, although both were classed A 1." Statements like these should be well considered before legislation is attempted; otherwise the risk is run of an interference with trade, which will not accomplish the object in view, but, like most such interference, will cause a great deal of indirect injury.—*Economist.*

It is stated that a Royal Commission is about to issue for the purpose of advising upon a scheme of army retirement.

THE TESTS.—When a man comes home and tries to bolt his door with a parsnip, pokes the fire with the spout of a coffee-pot, attempts to wind up the clock with the bootjack, tries to cut kindling-wood for the morning with a paper-knife, takes a cold potato in his hand to light him to bed, and prefers sleeping in his hat and boots, you may reasonably infer that he has been making the acquaintance of some friendly people.

THE CODIFICATION OF INTERNATIONAL LAW.

We have always advocated the codification of the law of England, and it may appear a little inconsistent to feel, as we do, that the proposals made by the Congress for the codification of international law are extravagant and altogether unlikely to serve any useful purpose. Such, however, is our opinion, and it will, we think, appear upon consideration that in point of fact there is no inconsistency at all between the two views.

The reason for codifying the law of England is simply that it has become so rank and over-luxuriant and is expressed with so very little certainty that knowledge of it can hardly be acquired except at the expense of the labour of a lifetime, and that even when it is acquired such knowledge must from the nature of the case be disjointed, fragmentary, and otherwise of a very unsatisfactory kind. The conditions which make it possible to codify the law of England, or indeed that of any other country, are the existence of a mass of material from which a systematic categorial statement of the law may be extracted by due care and assiduity, and the existence of a legislature which, when such an extraction has been made, can give it the stamp of unquestionable authority. When this operation is properly performed it does unquestionably procure the advantage of compactness, simplicity, certainty, and system in the place of their opposites. It enables the legislature to judge of the value of a great number of isolated rules, and to clear them away if as is frequently the case, they are simply intricate and superfluous ways of expressing the same thing, or if they are obsolete or otherwise objectionable. To codify a vast number of authorities which have gradually accumulated in the lapse of ages is an operation not unlike sorting a mass of papers or letters, burning those which have ceased to be of interest, and arranging the rest in a systematic manner. The performance of such an operation implies that the person who performs it is master of his own papers, and knows what he wants to keep and for what purposes. It is the same with codification. The nation decides what it will keep and what it will reject; it rearranges and re-enacts what is valuable, and rejects what is useless.

A process of this sort is of the utmost value and interest when the law for practical purposes may be regarded as settled. Vast masses of the law of England are in such a condition. No one who has any practical acquaintance with the subject doubts that large parts of the law of contracts, the law of wrongs, the criminal law, &c., are perfectly well settled, and, as far as their substance goes, meet the requirements of the public. All that is required is to make their form as good as their substance, and to remove the minor defects and uncertainties which involve no questions of any very serious or general importance. This is what is meant by codification, and is the object which we, as consistent advocates of codification, have had in the many articles which for years past we have devoted to the subject. We see no occasion to alter or recall anything which we have said on that subject. There is, however, a point at which codification ceases to be in any sense a good thing, and becomes excessively dangerous. The point is reached when the subject on which it is proposed to legislate not only admits of two opinions, but does actually divide men into parties more or less eagerly opposed to each other. In such cases no codification, no definite, final, categorical statement of the law is possible until one side has finally got the better of the other, and proved itself to be permanently the stronger party. This is the reason why codes have had such very different fortunes. The French codes have lasted for about seventy of the stormiest years of French history with singularly little variation. The have outlived a greater number of constitutional codes than we care to count. The reason is that the Code Napoleon and the Code Penal consist principally in definite and systematic statements of matters upon which such a statement, as to the substance of which there was little room for question, was highly convenient. The different constitutional codes expressed nothing except the arrangements which happened to suit a party triumphant for the moment. It would be a difficult but by no means an impossible enterprise to codify the branches of the English law which we have mentioned and some others; but imagine the difficulties to which a man would be exposed who was called upon to draw an Act declaring the law as to the political constitution of the country, or, indeed, upon any point which deeply interested people's feelings. The only effect would be to raise a violent and bitter controversy, which might have been avoided and could hardly be determined. Imagine, for instance, a constitutional code one chapter of which would begin thus:—

Chapter —.—Of the Church of England.—Art.— The Church of England is——

The person who completed the sentence would be more bold than wise, and the article, when drawn, would hardly become law without a social convulsion.

The question, then, whether it is or is not practicable to codify international law depends on two further questions, each of which, as it appears, to us, must be answered in a sense unfavourable to the undertaking. In the first place, is the substance of the law well settled, and are the improvements which it requires improvements of form merely? Now, it is perfectly notorious that almost every single rule and principle of which international law is made up is susceptible of every sort of different interpretation; and, what is more, the adoption of the one or the other of these interpretations is a matter of the last importance to the nations concerned, and may interest their honour and even their safety in the highest degree. To codify these rules, to reduce them to a certainty, would be equivalent to legislating upon matters of vital interest to every nation in the world. No one who has had any practical experience of legislation would undertake such a task. The notion that in the nature of things it is possible to carry it out appears to us to indicate an essentially false conception of the very first principles of legislation. Laws always have been, always are, and always will be made to protect and favour some interest at the expense of others. An international law, if we assume for a moment the possibility of making one, must favour either the belligerent or the neutral, and what is more, it must favour either the strong or the weak belligerent. Are invaders to be entitled to treat irregular levies as banditti? If yes, so much the better for great military Powers. If no, so much the worse for them. Shall free ships make free goods, or are belligerents to have a right to take an enemy's goods under a neutral flag? The one rule is good for Powers strong at sea, the other for Powers weak at sea; at least nations are sure to look upon the rule in a different light according to their naval strength. International law, like some other things, is not so wide as it looks; for the greater part of it consists of rules and maxims, made with reference to the circumstances of a very few nations, strong enough to keep each other in check. Are reasonable men prepared to throw open all the questions for which these rules provide after a fashion which, if not quite satisfactory, is much better than it easily might be, and to have every sort of delicate question in which all their interests are deeply involved disposed of once for all by no one knows who?

The conclusion of the last sentence brings us to our final objection to the schemes which are just now making so much noise. We have heard a great deal of international law and its codification, but who is to be the international legislator? We all known what came of the embassy to America, which drew up in studiously vague and ambiguous language the Three Rules which cost the English nation three millions of pounds sterling, besides extreme mortification and some loss of credit; but they cover a very trifling part of the subject, and the result has not been so satisfactory as to make us, at least, much disposed to go any further in the matter. In that case, however, whatever the result may have been, we had, at all events, the satisfaction of having the negotiations conducted by English public men responsible to Parliament; but who is to perform the enormous task of codifying international law? of legislating for all the nations which compose the human race? Whoever does it, we hope that the task will not be entrusted to a gossiping Congress, which, as far as we can judge from its proceedings, would appear to consist of a miscellaneous collection of undistinguished people, each riding his own hobby, some of the said hobbies being of the very most paltry kind.—*Pall Mall Gazette.*

GOING TO THE BAD.—The first external revelation of the dry rot in man is a tendency to lurk and lounge, to be at street corners without intelligible reason, to be going anywhere when met, to be about many places rather than any, to do nothing tangible, but to have an intention of performing a number of tangible duties to-morrow or the day after.

MIRACULOUS ESCAPE FROM DEATH.

The captain of the schooner *Amason*, of Stavanger, recently arrived at Bergen, Norway, with a cargo of salt, reports that in passing the British Channel he had the opportunity of saving a British lad of 15 under very peculiar circumstances. The *Amason* was about 12 geographical miles from the British shore, when the captain thought he observed through his telescope something floating on the water. He altered his course so as to get nearer, and soon discovered that it was a small boat, in which a lad was lying fast asleep. The shouting from the schooner did not awaken him but when a small log was thrown over into the boat he awoke with a sudden start; an end of line was thrown to him, and he was just able to fasten it when he swooned, and had to be carried on board the vessel. In the boat nothing was found but a pair of oars and a Bible. The lad, when brought back to life and strength by the tender care shown to him, gave the following account of his fate:—He was sitting on the shore, reading his Bible, when some of his companions came down to him and teased him with the manner in which he spent his leisure time. To escape from their banter he got into a boat, and kept on reading, when suddenly he discovered, to his great dismay, that his persecutors had cut the line and left his frail boat to the power of the quickly-running ebb. He tried to use the oars, but struggled in vain against wind and water, and, as a dense fog set in, he soon lost sight of land. After several hours of alternate struggles and powerless despair, he fell asleep, and sleep remained, in fact, his only comfort against hunger, cold, and the deep pangs of his isolation during the three days and two nights which he had spent in his frail boat when he was at last seen and saved.

FASHIONABLE PETS.

Dealers in strange animals are in present perplexed by a momentous question. Upon what interesting creature will fashion set its seal next season? During the winter and spring of 1874 mastiffs and bulldogs came into vogue, to the temporary displacement of pugs and the toy tribe generally. Diminutiveness, prettiness, or grotesqueness no longer found admirers among the Unas of the West-end, who, in default of a sufficiency of lions, bestowed their affections on gigantic dogs of uncompromising ferocity of aspect. As it is scarcely likely that a fashion can continue which exposes its votaries to constant warfare with the world at large, there seems every probability these unseemly pets will again be delegated to the care of the followers of Mr. William Sikes. A blear-eyed, bandy-legged bull-dog looks to more advantage at the heels of gentlemen clad in fustian than when following silken skirts, while heavy jowled mastiffs do not form pleasant society at public promenades. With these facts in mind, dealers in animals are now tempting the pet-purchasing public by advertising the contents of their several menageries. Those who find pleasure in the melodious utterances of the parrot tribe may gratify their inclinations by becoming possessors of "beautiful young African parrots" for a mere trifle. Piping crows are more expensive, being rare, but among 3,000 pairs of small birds advertised by one merchant, some would certainly be found combining cheapness and merit. Flying foxes do not, we believe, possess the gift of song, and as they are not adapted to follow at heel, the demand is likely to be confined to the select few who would experience pleasure in the nocturnal evolutions of bats. But the Indian, African, and South American serpents included in one list might, perhaps, be taught to follow their owners abroad. No doubt many people would entertain objections to the presence of frolicsome cobras or lively rattlesnakes at public promenades. But since these reptiles would not be much much more dangerous than bull-dogs, while being infinitely prettier, their substitution for the latter might not be without advantage.—*Globe.*

The correctional court of Marseilles will shortly have to deal with the case of a man who is accused of kidnapping young girls for exportation to Buenos Ayres, where they are sold at high prices.

THE STORY OF A LETTER.—A young lady in Indiana sought to demolish an unfaithful lover by publishing some verses addressed to him, in which, after prophesying her immediate dissolution, she said, "Come, gaze upon my dust, false one!" But the compositor spelt "dust" with a "b," and the young man went to see her the next evening.

COMMERCIAL INTELLIGENCE.

NOVEMBER 12TH, EVENING.

A small amount of business has been done in Patna opium at $605 to $607½ cash; Benares, $563¾ to $565, demanded. Bengal Drug is likely to improve further with a demand; unsold stock concentrated again in strong hands. Malwa has been in better demand for new at $565 a picul on credit free of allowance first quality. Sales since the arrival of the steamer *Geelong* amount to about 200 chests, of which a portion consists of old at $580 on credit.

EXPORT CARGOES.

Per British bark *Hopewell*, for New York:—1,560 pkgs. Cassia, 780 piculs; 1,439 rolls Matting; 462 half-chests Pouchong Tea, 12,936 lbs.; 400 cases Nat: h'dl. Palm leaf Fans, 200,000 pieces; 161 boxes Chinaware; 37 pkgs. Fire Crackers, 296 boxes; 21 cases Pith Hats; 2 boxes Lacquered Ware; 1 box Silks; 5 boxes Sundries.

4,477 half-chests Amoy Oolong Tea, 183,633 lbs.; 3,000 half-chests Pouchong Tea, 84,000 lbs.; 409 pkgs. Fire Crackers, 950 boxes; 100 pkgs. Joss-sticks; 198 boxes Paper Fans; 169 rolls Matting; 36 cases Pith hats; 9 boxes Chinaware.—Total, 12,477 pkgs.

Per steamship *Tartar*, for New York:—

TEA.

FROM FOOCHOW.—72,405 lbs. Congou; 490,243 lbs. Oolong.

FROM AMOY.—991,834 lbs. Oolong.—Total, 1,554,572 lbs.

FROM HONGKONG.—30 bales Silk.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand, ... 4/1½
Bank Bills, at 30 days' sight, 4/1¾
Bank Bills, at 6 months' sight, 4/2¼
Credits, at 6 months' sight...... 4/2½
Documentary Bills, at 6 months' sight 4/3

ON BOMBAY.—Bank, on demand 222½
ON CALCUTTA.—Bank, on demand 222½
ON SHANGHAI.—
Bank, sight 72
Private, 30 days' sight 73¼

SHARES.

Hongkong and Shanghai Bank Shares—4 per cent. premium.
Union Insurance Society of Canton, new shares—$30 per share, premium.
China Traders' Insurance Company's Shares—$1,600 per share.
China and Japan Marine Insurance—Tls. 82 per share.
Chinese Insurance Company.—$190 per share.
Hongkong Fire Insurance Company's Shares—$527½ per share.
China Fire Insurance Company's Shares—$136 per share.
Victoria Fire Insurance Company's Shares—$128 per share.
Hongkong and Whampoa Dock Company's Shares—47 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—7 per cent. premium.
Shanghai Steam Navigation Company—Tls. 80 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$50 per cent. discount.
Indo-Chinese Sugar Company—$94 per cent. discount.

SALES ON NOVEMBER 12TH, 1874.
As reported by Chinese.

Tobacco, 5 cases, at $27.80, by Chun-tack-cheung to local trader.
White Sugar, 250 bags, at $6.27, by Chun-tack-cheung to local trader.
Brown Sugar, 212 bags, at $3.80, by Kin-tai-loong to local trader.
Milled Rice, 600 piculs, at $1.68, by Kin-tai-loong to local trader.
Black Dates, 10 bags, at $3.45, by Chun-foong to travelling trader.
Cuttlefish, 10 packages, at $8.30, by Chun-foong to travelling trader.
Dried Lily Flowers, 10 bags, at $12.40, by Chun-loong to travelling trader.
Gypsum, 100 piculs, at $1.00, by Che-hing-loong to travelling trader.
Vermicelli, 10 bags, at $7.50, by Che-hing-loong to travelling trader.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON	Ardent	Robert Clasper	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Falcon	Shiell	Whampoa	A. MacG. Heaton	Quick despatch.
Do.	Albuera	W. H. Thomas	Whampoa	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Mathilda Atheling	Whereat	Hongkong	A. MacG. Heaton	Quick despatch
BREMEN OR HAMBURG	Caranjah	George Cawse	Hongkong	Wm. Pustau & Co.	Quick despatch.
BREMEN	John C. Munro	Crane	Whampoa	Melchers & Co.	Quick despatch.
NEW YORK	Sir Harry Parkes	Thos. Stephens	Hongkong	Olyphant & Co.	Quick despatch.
Do.	North American	G. W. Tucker	Hongkong	Russell & Co.	Quick despatch.
Do.	Beemah	Blackstone	Hongkong	Augustine Heard & Co.	Quick despatch
Do.	Hans	Le Moult	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
MELBOURNE AND SYDNEY	Ellen	Kindred	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Morning Light	Ohaston	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Frederick Tudor	Bearse	Hongkong	Russell & Co.	Quick despatch.
Do. *via* YOKOHAMA	Vasco de Gama (str.)			P. M. S. S. Co.	On 25th inst., at 3 P.M.
S'PORE, PENANG, & CAL'TA	Hindostan (str.)	J. A. Miller	Hongkong	David Sassoon, Sons & Co.	To-morrow, at 3 P.M.
SAIGON, SINGAPORE, &c.	Hoogly (str.)	Varangot		Messageries Maritimes	On 19th inst., at noon.
CALLAO	Callao	Vidaurrazaga	Hongkong	Carlowitz & Co.	On or about 23rd prox.
MANILA	Hai-Loong (str.)	Abbott	Hongkong	Douglas Lapraik & Co.	To-morrow, at 7 A.M.
SHANGHAI	Glaucus (str.)		Hongkong	Butterfield & Swire	This evening.
Do.	Deucalion (str.)			Butterfield & Swire	On or about 18th inst.
Do.	Sylvia (str.)	Johannsen		Wm. Pustau & Co.	Quick despatch.
Do.	Paris (str.)	Barclay	Hongkong	Gilman & Co.	Quick despatch.
SWATOW, AMOY & FOOCHOW	Kwang-tung (str.)	Pitman	Hongkong	Douglas Lapraik & Co.	On 15th inst., at 7 A.M.

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NEW AND CHOICE STOCK OF GOODS,

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EXTREMELY LOW PRICES.

LONG CLOTH, OXFORD TWILL, AND REGATTA SHIRTS,
With Military and Pleated Fronts.
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In the New Shapes.
UNDER VESTS AND PANTS,
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SOCKS,
In Lisle Thread, Merino, Lambswool, and Balbriggan.
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FELT, SILK, DRAB SHELL, AND OPERA HATS.
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Would draw Particular Attention to their NEW STOCK OF CLOTHS, made especially for the Climate, and which they are enabled, owing to the very advantageous terms on which they have been purchased at the Home Markets, to make up at considerably Reduced Prices, at the same time guaranteeing a perfect fit, and quick despatch in the execution of all Orders, with which they may be favoured.

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Campbell's Plantation Brand CIGARS.
Campbell's Dindigul Brand CHEROOTS.
Campbell's Trichinopoly Brand CHEROOTS.
TERMS—Cash.
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ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

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FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 10,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

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tf 1825 Hongkong, 3rd November, 1874.

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1m 1687 Yokohama, 5th October, 1874.

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Agents.
tf 994 Hongkong, 26th June, 1874.

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THIS Work, now in the TWELFTH year of its existence, is now on sale.
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PLAN OF THE CITY OF CANTON,
THE
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also of
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(*Designed expressly for this Work*),
MAPS OF HONGKONG, JAPAN,
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FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.
THE Company's Steamship
"GLAUCUS"
will be despatched THIS EVENING, the 13th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
1838 Hongkong, 12th November, 1874.

FOR SINGAPORE, PENANG, AND CALCUTTA.
THE British Steamship
"HINDOSTAN,"
Captain J. A. Miller, will leave this for the above Ports TO-MORROW, the 14th instant, at 3 P.M.
Despatches will close at 2.30 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.
3d 1854 Hongkong, 10th November, 1874.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"KWANG-TUNG,"
Captain Pitman, will leave for the above Ports on SUNDAY next, the 15th instant, at 7 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 1859 Hongkong, 12th November, 1874.

FOR SHANGHAI.
THE British Steamship
"PARIS,"
Captain Barclay, will have immediate despatch for the above Port.
For Freight, apply to
GILMAN & Co.,
Agents.
tf 1860 Hongkong, 12th November, 1874.

FOR SHANGHAI.
THE German Steamer
"SYLVIA,"
Johannsen, Master, shortly expected from Singapore, will quick despatch as above.
For Freight or Passage, apply to
WM. PUSTAU & Co.,
Agents.
tf 1855 Hongkong, 10th November, 1874.

FOR NEW YORK
THE A 1 German Bark
"HANS,"
Captain Le Moult, will load here and at Whampoa, and will have quick despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1834 Hongkong, 4th November, 1874.

FOR CALLAO (*Direct.*)
THE Peruvian Clipper Ship
"CALLAO,"
Captain Vidaurrazaga, will be despatched as above, on or about the 23rd December, and would take some light Cargo at a Cheap Freight. Apply to
CARLOWITZ & Co.
tf 1833 Hongkong, 4th November, 1874.

FOR SAN FRANCISCO.
THE A 1 American Clipper Ship
"FREDERICK TUDOR,"
Bearse, Master, will have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 1799 Hongkong, 30th October, 1874.

FOR BREMEN (*Direct.*)
THE British Barque
"JOHN C. MUNRO,"
Crane, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
MELCHERS & Co.,
OR
MESTERN & HULSE,
Canton.
tf 1778 Hongkong, 28th October, 1874.

FOR MELBOURNE AND SYDNEY.
THE A 1 British Barque
"ELLEN,"
Kindred, Master, having the greater Portion of her Cargo engaged, will have immediate despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1764 Hongkong, 26th October, 1874.

FOR BREMEN OR HAMBURG.
THE British Ship
"CARANJAH,"
George Cawse, Master, will load here and at Whampoa, and will have quick despatch for the above Ports.
For Freight, apply to
WM. PUSTAU & Co.
tf 1733 Hongkong, 21st October, 1874.

FOR NEW YORK.
(*To follow the "Hopewell."*)
THE A 1 British Ship
"BEEMAH,"
Captain Blackstone, will load here and at Whampoa as above.
For Freight, apply to
AUGUSTINE HEARD & Co.
tf 1715 Hongkong, 19th October, 1874.

FOR LONDON.
THE A 1 British Ship
"ALBUERA,"
W. H. Thomas, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
1602 Hongkong, 2nd October, 1874.

FOR LONDON.
THE British Barque
"FALCON,"
Shiell, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
OR
THOMAS & MERCER,
Canton.
tf 1423 Hongkong, 9th September, 1874.

FOR NEW YORK.
THE A 1 British Ship
"SIR HARRY PARKES"
will load at this and Whampoa for the above Port, and have quick despatch.
For Freight, apply to
OLYPHANT & Co.
tf 1436 Hongkong, 12th September, 1874.

Vessels on the Berth.

FOR NEW YORK.
THE A 1 American Clipper Ship
"NORTH AMERICAN,"
Captain G. W. Tucker, will load here and at Whampoa, and have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 1708 Hongkong, 17th October, 1874.

FOR LONDON.
THE A 1 British Barque
"MATHILDA ATHELING,"
Whereat, Master, will load here, at Whampoa, and at Macao, and will have quick despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
OR
THOMAS & MERCER,
Canton.
tf 1706 Hongkong, 16th October, 1874.

FOR SAN FRANCISCO.
THE A 1 British Ship
"MORNING LIGHT,"
2,377 Tons, Captain Ohaston, will load here for the above Port, and will have early despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1585 Hongkong, 30th September, 1874.

FOR LONDON.
THE A 1 British Bark
"ARDENT,"
Robert Clasper, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1419 Hongkong, 9th September, 1874.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA, AND BOMBAY.

ON THURSDAY, the 19th November, 1874, at noon, the Company's Steamship "*HOOGLY*," Commandant VARANGOT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 18th November, 1874. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 7th November, 1874.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA PANAMA, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE Chartered S. S. "*VASCO DE GAMA*" will leave Hongkong for San Francisco, *via* Yokohama, on WEDNESDAY, the 25th November, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.
A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.
At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France, and Germany.
Freight will be received on board until 4 P.M. on the 24th instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.
For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
Hongkong, November 11th, 1874.

FOR SALE.
THE Peruvian Ship
"EMIGRANTE."
For Particulars, apply to
WM. PUSTAU & Co.,
Agents.
1877 Hongkong, 12th November, 1874.

FOR SALE.
THE New Iron Screw Steamer
"OCEAN,"
built on the Clyde, classed 90 A 1, of 2,000 Tons Carrying Capacity; 150 Horse-power; with Compound Engines, consuming 15 Tons of Coal daily.
THE BORNEO COMPANY, LIMITED.
1807 Hongkong, 31st October, 1874.

NOW ON SALE.

BOUND VOLUMES of the TRADE REPORT for the year 1873. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1874.

THE UNDERSIGNED begs to inform the Public of HONGKONG, HO NAM, AND CANTON that he has shops established at those places in the name of HING KEE.
In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.
In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.
Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.
HING KEE.
1y 742 Hongkong, 13th May, 1874.

SUN WOO,
MANUFACTURER OF
ALL DESCRIPTIONS OF MATTING,
WORKS—QUEEN'S ROAD, WEST POINT,
(Near the Sailors' Home.)
OFFICE—*Yew Kee, No. 30, Wing Lock Street*
HONGKONG.
1428 Hongkong, 10th September, 1874.

永 煤 記 棧
WING-KEE COAL SHOP.
THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1503 Hongkong, 23rd September, 1874.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.
The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.
Hongkong, 23rd February, 1874.

Post-Office Notifications.

A mail will close
For Shanghai.—Per *Glaucus*, to-day, the 13th inst., at 5 P.M.
For Manila.—Per *Hai-loong*, to-morrow, the 14th instant, at 9.30 A.M., instead of at the time previously notified.
For Singapore, Penang, and Calcutta.—Per Indian Packet *Hindostan*, to-morrow, the 14th instant, at 2.30 P.M.
For Swatow, Amoy, and Foochow.—Per *Kwang-tung*, to-morrow, the 14th inst., at 5 P.M.

MAILS BY THE "*FRENCH PACKET.*"
The French Mail Packet "*HOOGLY*" will be dispatched on THURSDAY, the 19th inst., at noon, with the Mails,—
To and through the United Kingdom *via Marseilles*; to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, Calcutta, Madras, Bombay, Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.
The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 19th instant, after which no Letters can be received.
Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 18th instant.
Letters for Registration will be received until 10 A.M. on the 19th instant.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 11th November, 1874.

MAILS BY THE "*UNITED STATES*" *PACKET.*"
The United States' Mail Packet "*VASCO DE GAMA*" will be dispatched on WEDNESDAY, the 25th instant, at 3 P.M., with the Mails—
For Yokohama, San Francisco, the United States, and the United Kingdom.
The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.
Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.
The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.
Correspondence addressed to Yokohama and the United States must be superscribed per "*VASCO DE GAMA*," and that addressed to the United Kingdom must be superscribed "*via San Francisco.*"
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 12th November, 1874.

It is hereby notified for general information that on and after the 1st August next, the Commission chargeable on Money Orders issued upon the United Kingdom at Hongkong, Shanghai, and Yokohama will be as follows, viz.:—
On sums not exceeding £2.........18 cents.
Above £2 and not exceeding £5...36 "
Above £5 and not exceeding £7...54 "
Above £7 and not exceeding £10..72 "
F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

As some misapprehension exists regarding the transmission of Packets and Samples through the Post, it is hereby notified for general information, that the privilege of sending such articles through the Post at the rates of postage applicable to them is restricted to *bond fide Trade Patterns or Samples of Merchandise.* Goods sent for Sale, or in execution of an order (however small the quantity may be), or any articles sent by *one private individual to another* which are not actually patterns or samples, are not admissible.
F. W. MITCHELL,
Postmaster General
General Post Office, Hongkong.

It is hereby notified for general information that henceforward the Postage on Letters addressed to Russia, when marked to be forwarded via Southampton, will be reduced to 40 cents per half-ounce.
F. W. MITCHELL,
Postmaster-General.
General Post Office, Hongkong.

The Post Office of Victoria (Australia) having given notice to the General Post Office in London that articles of Jewellery received in that Colony are chargeable with Customs Duties, the undersigned considers it necessary to make this Regulation known to the Public, and to state that any letters or packets containing such articles sent through the Post are liable, with their contents, to be forfeited.
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified for general information, that the Postage on Letters addressed to Norway, when forwarded *via Southampton*, will henceforward be 36 cents for each half-ounce, which may either be paid in advance, or it may be left to be collected on delivery of the Letters. Unpaid Letters will be subject to an additional charge on delivery.
F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

It is hereby notified that the rates of postage chargeable henceforth on *Letters* addressed to the United Kingdom, and to places beyond the United Kingdom, when forwarded by French Packet, will be the same as those chargeable on Letters forwarded by British Packet via Brindisi.
F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

It is hereby notified that henceforward the postage on letters addressed to Norway, when forwarded via Southampton, will be 34 cents per half-ounce, prepayment optional. Unpaid letters will be subject to an additional charge on delivery.
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

It is hereby notified that Letters addressed to France may be sent either paid or unpaid at the option of the sender; but the postage on Prices Current, Newspapers and Books cannot be prepaid.
For each ¼ ounce
The rate of postage chargeable on Letters addressed to France per French Packet is.......................... 12 cents.
Per British Packet when marked via Brindisi .... 18 "
Per British Packet when marked via Alexandria and Marseilles............ 12 "
F. W. MITCHELL,
Postmaster General.
General Post-Office, Hongkong.

Arrangements having been made under which Mails for London arriving at Suez from China by Private Ships will be forwarded to destination via Brindisi, it is hereby notified that the rates of postage, *which must be paid in advance*, on correspondence addressed to the United Kingdom so forwarded, will be as follows, viz.:—
For Letters.................24 cents per half ounce.
For Newspapers........... 8 " each.
For Books and Patterns..... not exceeding 1 ounce 4 cents.
" 2 " 6 "
" 4 " 12 "
every additional 4 " 12 "
F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States, Packets via San Francisco, will be as follows viz:—
For a packet not exceeding 1 ounce in weight.............................. 2 cents
For a packet above 1 ounce not exceeding 2 ounces.......................... 4 "
For a packet above 2 ounces not exceeding 4 ounces.......................... 8 "
and eight cents for every additional four ounces.
These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.
F. W. MITCHELL,
Postmaster General.
General Post Office, Hongkong.

Extracts.

TO THE DANDELION.

BY JAMES RUSSELL LOWELL.

Dear, common flower, that grow'st beside the way,
Fringing the dusty roads with harmless gold!
First pledge of blithesome May,
Which children pluck, and, full of pride, uphold—
High-hearted buccaneers, o'erjoyed that they
An Eldorado in the grass have found,
Which not the rich earth's ample round
May match in wealth!—thou art more dear to me
Than all the proud gay summer blooms may be.

Gold such as thine ne'er drew the Spanish prow
Through the primeval hush of Indian seas,
Nor wrinkled the lean brow
Of age, to rob the lover's heart of ease;
'Tis the Spring's largess, which she scatters now
To rich and poor alike with lavish hand,
Though most hearts never understand
To take it at God's value, but pass by
The offered wealth with unrewarded eye.

Thou art my tropics and my Italy;
To look at thee unlocks a warmer clime;
The eyes thou givest me
Are in the heart and heed no space or time;
Not in mid June the golden cuirassed bee
Feels a more Summer-like, warm ravishment,
In the white lily's breezy tent
His conquered Sybaris, than I, when first
From the dark green thy yellow circles burst.

Then think I of deep shadows on the grass;
Of meadows where in sun the cattle graze,
Where, as the breezes pass,
The gleaming rushes lean a thousand ways;
Of leaves that slumber in a cloudy mass,
Or whiten in the wind; of waters blue
That from the distance sparkle through
Some woodland gap; and of sky above
Where one white cloud, like a stray lamb, doth move.

How like a prodigal doth Nature seem,
When thou, for all thy gold, so common art!
Thou teachest me to deem
More sacredly of every human heart,
Since each reflects in joy its scanty gleam
Of Heaven, and could some wondrous secret show,
Did we but pay the love we owe,
And with a child's undoubting wisdom look
On all these living pages of God's book.

A STRANGE NOOK IN THE ABBEY.

Few persons have an idea while going through the ordinary routine of a visit to Westminster Abbey that they miss a sight of peculiar interest. For many ages preceding the century of the straight line, a curious custom prevailed at State funerals. The head of the deceased monarch, statesman, or warrior was modelled in wax, an effigy was built up, and clad in the actual garment of the dead, embellished with false gems, and was either placed on the hearse or funeral car, or carried in the procession to the final resting-place of those who had figured prominently in the world's history. While the coffin was consigned to a vault the warm effigy was either placed over the tomb or in some other convenient spot. Until the year 1841 these relics of the past were shown to sightseers in common with other objects of interest, but they were then withdrawn to a private chamber, where they now abide in glass cases, and are only shown to visitors armed with a special order. First in date as in dignity of these weird memorials of departed rulers is the striking effigy of that haughty Tudor, Queen Elizabeth. Here she stands an imposing figure. The pale hawk-like features are deeply cut by sharp lines, wrought by cares. The queenly head is surmounted by a diadem, and the whole costume is profusely adorned with gems. Round the neck is a curious spreading ruff, stiffened with wire, and from this descends the long straight, stiff bodice, made stiffer and heavier by a mass of rich silver embroidery. On looking carefully at the dress of this period the modern spectator is lost in astonishment at the long-suffering patience of those who wore it. At a respectful distance from the superb Queen is a monarch of a very different complexion. Much bewigged stands Charles II. with dark saturnine face, revealing the Italian blood of his grandmother, Marie de Medicis. A more distinct gleam of humour, however, is perceptible in this old waxen version of the founder of the Royal Society than in the portrait by Lely hanging in the reception room of that learned body; but the main characteristics of the portrait and the image—the dark brow, the soft melancholy eye, the disproportionately-long straight nose, and the heavy under lip—are identical. The King is clad in curious raiments of red and blue velvet, sorely faded from its ancient luxuriance, and the Royal head is topped by a limp-looking hat and a frowsy feather. Around the throat and wrists are ruffles and a cravat of priceless *point d'Alençon*, but the general "make up" of the figure irresistibly suggests the limp character of the original, or that of the knock-kneed theatrical "super," and only wants a dark lantern and a box of matches to resemble the traditional "Guy" of the 5th November. In a dim corner—occupying a joint glass case—are William III. and buxom Mary—each attired in robes of state and holding orb and sceptre, while between them on a sort of altar is the crown. The model of William is a piece of excellent work. The fragile form, crowned by that haggard, worn, eagle visage, which irresistibly recalls the portrait of the great Julius, is literally overwhelmed by the robes by which it is bedizened. Handsome Mary is richly dight in blue velvet, trimmed with miniver and relieved with rich Spanish point. Queen Anne is superb in robes and numerous strings of false jewellery. The gracious monarch, who at Hampton Court did "sometimes counsel take and sometimes tea," looks very like a tragedy queen. She is gorgeously decked with Roman point and other rich laces and wears the collar and pendant of St. George as well as the crown, orb, and sceptre. Her effigy is the latest example in the Westminster collection of a crowned head, but many cases are filled by persons of rank and renown. John Sheffield—Duke of Buckingham—is represented by a recumbent figure. His coronet reposes on a velvet cushion, and the figure is clad in the robes of a peer, under which may be seen a marvellously embroidered waistcoat of the early part of the last century. Near to him are his duchess and his child. The lady is attired in a curiously long-waisted bodice much bejewelled, and wears a robe of remarkable brocade, wherein may be distinguished bridges, rivers, and verdant lawns, all coloured, as heralds say, "proper." Here is also a Duchess of Richmond, richly clad in a robe of gold and silver tissue, and accompanied by a favourite grey parrot; but these minor stars fade into insignificance by the side of the great Chatham. Another figure that attracts attention is that of a man who was not buried in Westminster Abbey, but in St. Paul's. It is but a frail figure at the best, but represents one "whose little body held a mighty mind." A huge cocked-hat overshadows a pale, worn face, lighted by a pair of magnificent blue eyes. The lower limbs are slender, and clad in the ungraceful white kerseymere and silk, imagined to be elegant at the beginning of the present century. A queer-looking blue coat, adorned with an immense quantity of gold lace and curious flat buttons, covers the superior part of the body, and is, on the left breast, marked by a galaxy of stars. The right sleeve of the quaint coat is armless. The stupendous hat, the odd-looking garments, the blaze of decorations, the empty sleeve, would, without the admirable portrait, reveal that this is the effigy of a mighty man of valour—Lord Nelson.—*News of the World.*

DANGEROUS MIDDLE-CLASSES.

Every year the number of the dangerous middle-classes increases—the disappointed candidates for place, civil or military—who have failed in the great object of their lives, wasted their time, wasted their money, and found themselves cast helpless on the world. I know a man highly educated both at Cambridge and at a cramming tutor's, who missed the Indian Civil Service by a few marks, and is now driving or pushing a costermonger's barrow. If there is no danger looming in the distance from this source of trouble, we must be a lethargic people.—*Cornhill.*

A CHINESE DINNER PARTY.

The dinner began by a cumbersome ceremonial of drinking a light wine made from rice, possessing somewhat the flavour of sherry. It was served hot, poured from a China kettle into a little porcelain cup, and handed by a handsomely-dressed boy on bended knee, while another passed round sweet biscuits made from buckwheat. During this preliminary course, the host not only drinks, but eats to each of his guests in succession, observing the strictest etiquette of rotation; and they in the same order to him and to each other, his every movement and gesture being observed, noted, and respected. The first course on the present occasion consisted of custards and preserved ice fruits, which was quickly followed by cold relishes, such as salted earth-worms, smoked fish and ham, Japan letter (an article of food possessing a strong and disagreeable taste), and pigeons' eggs having the shells softened by vinegar. Gradually the feast became more substantial, and included bowls of sharks' fins, birds' nests, deer sinews, and other dishes considered peculiarly nutritious and appetizing. At length the real solids were reached, consisting of rice and curry, chopped bears' paws, mutton and beef cut into small cubes and floating in gravy; pork in various forms; the flesh of puppies and cats boiled in buffaloes' milk; shantung, or white cabbage and sweet potatoes; fowls split open, flattened, and grilled; their livers swimming in hot oil; and cooked eggs of various discriptions, containing embryo birds. But the surprise of the entertainment was to come. On the removal of some of the flower vases, a large covered, flat dish was placed in the centre of the table, and at a signal the cover was removed. The hospitable board immediately swarmed with juvenile crabs, which made their exodus from the vessel with surprising agility. The crablets had been thrown into vinegar just as the guests sat down, and this treatment being obnoxious to the feelings of the crustacea, renders them irritable on escaping from their acid bath. Fast as they ran their sprightly motions were anticipated, and soon checked by each guest seizing the nearest, thrusting it into his mouth, crushing it between his teeth, and swallowing the strange morsel without ceremony. I determined to follow the Chinese example, and for once try a couple of infant crabs, which I found soft and gelatinous, as they are but tiny creatures, not more than a day or two old, but I was compelled to yield at the third, it had evidently resolved on vengeance, and, taking advantage of my want of dexterity in the management of chopsticks, inflicted such a nip upon my lower lip that I relinquished my hold, and desisted from further experiments. The conversation having been necessarily somewhat interrupted by the episode of the crablets, we leant back in our chairs to watch the comedy, until the *soi* was handed round, a liquor made from a Japan bean at present much used by the wine-drinkers of Europe to revive their faded palates. Various kinds of shell and fresh fish followed, succeeded by several thin broths, and concluded by the costly though insipid birds'-nest soup. The table being cleared, a very pretty specimen of the Yuen-ming-yuen procelain was placed before the host. It consisted of a [illegible] dishes (corresponding to the number seated at the board) shaped like a [illegible] and all fitting into one another. The contents were a variety of scorched seeds and nuts, which were nibbled along with sundry hot wines and tea, amidst a cloud of tobacco-smoke, the host considerately [illegible] his usual opium-pipe till a later period.—*Food Journal.*

EDITORIAL EXPERIENCE ON THE "SKEWTONVILLE ROARER."

I've been on the tripod. I've been running a live newspaper over in Skewtonville. The village of Skewtonville is a savage little place where centenarians die in early life, and where coffin-makers accumulate fortunes. Last week I was informed that Timothy Johnson, late editor of the *Skewtonville Roarer*, had suddenly deceased, and that the board of directors had chosen me as his successor, at a salary of $80, drinks and shirt-collars, per annum. I was requested to come at once to attend Johnson's funeral and get up his obituary for the next issue. I tied a necktie round my throat, told Polly I was going to open a few gems of thought for a paper, and started to Skewtonville. Three drunken ruffians, smoking Junison weed in cob pipes, met me in the suburbs of the town, informed me they were the board of directors, and escorted me to a house where the late Mr. Johnson was lying in state, in a pine coffin, with his boots on. They told me that was the Skewtonville style of funeral pomp. A melancholy looking fellow said the usual things over the corpse, and assured the crowd that Johnson's "spirit had taken its flight," of which fact I suppose nobody had any doubt. Johnson looked as if he had been a great sinner, and I guess he needed all the prayers they gave him. The funeral procession started. The other folks walked, but out of respect to my high position I was mounted on a depraved mule. We laid the late editor "'neath the daisies," practically speaking. Then I was escorted back to town, and ushered into a dismal room with a half-inch hole punched through the wall, which I presume was a Skewtonville window. I thought I had inadvertently violated some city ordinance and been put in the calaboose, but one of the ruffians relieved me with the information that I was in the office of the *Skewtonville Roarer*, a live newspaper, $2 per annum, payable in corn-whisky. I told him he was a good jokist. On the floor lay a copy of the *Roarer*, and next to it a jug of whisky. I could not help thinking that they looked like twin brothers. One of the Directors, who said that his name was Stufflestreet, raised the bottle to his lips, and told me he was the chief proprietor of the *Roarer*. If I had sold myself to the devil to edit a paper in the infernal regions, I couldn't have felt meaner. He passed the bottle to me, but I told him I had a brother named after Neal Dow and John Gough, and I couldn't indulge. The trio gazed at me as if I was a wild animal, pulled my hair and poked in my ribs to ascertain if I had a tangible existence, and then they said they couldn't solve the mystery. I suppose they thought all the angels were in heaven. The proprietor then handed me a slip of paper and said, "Make your will." "Make what?" I said, with a horrible chill creeping over me.—"Make your will," he repeated.—"Why," said I, feeling my pulse in alarm, "I ain't dying, am I?"—"No," he answered; "but an editor's life is uncertain, and it is well enough to provide for accidents." Some conception of the danger of my situation flashed upon me, and I commenced to bequeath my worldly effects to Polly. Then he handed me a Derringer pistol and said,—"Write Johnson's obituary." —"What am I to do with the Derringer?" I demanded.—"Write the obituary with it," he said. Then he explained to me that the pen was attached to the pistol, so that if any one came in while the editor is penning his Billingsgate, and takes exceptions, the editor is prepared to meet him. I felt my courage oozing away when the howitzer plan of journalism was explained to me. But I wrote Johnson's obituary. The proprietor said Johnson had died of "pistol shot," said he, "That's the way editors wrap the drapery of their couch about 'em here." I pronounced Johnson's taking-off a "damnable assassination," and in the course of the obituary slandered every maiden, and remarked in general terms that with a few exceptions every man for miles around there was a horse thief and a felon. The proprietor, after interlining a little profanity, said the obituary would do, and told me to state at the bottom that "I was personally responsible for it and could be found on the street at all hours of the day." "Why," said I, "won't I have to be in the office occasionally?"—"Oh, yes," said he, "that is just a figurative expression." Then I signed my name to the obituary which contained enough slander to subject me to be butchered a thousand times. Then the proprietor bade me follow him. He led the way to the graveyard where we had put Johnson away. "This," he observed, "is the 'Editors' Cemetery.' Read them boards," said he. I began—"Tim Sniggles, age 28, late editor *Roarer*; bowie knife." "Tom Jones, editor *Roarer*; pistol shot," &c., until I had read forty of them, and all had died violent deaths, except one. Only one died like a Christian, and the proprietor informed me that "he didn't have any editorial ability." "Now," continued the proprietor, backing up against a tombstone, "we run a live newspaper here. We make it hot and lively." "Yes," I rejoined, glancing around the cemetery, "it may be a live newspaper, but I notice it has several dead editors." "Pshaw!" was his answer, "what is life compared to independent journalism?" I had to give in. "How long," I inquired, "does the average editor live here?" "Two or three weeks," was his reply. I was thinking of my gentle Polly, who might never again behold me with the bloom of health on my cheek. Then dropping one huge tear to the memory of all them dead editors," I walked back gloomily. At the office I was handed a dictionary with the remark—"We use this altogether. Webster don't express our idea." The "dictionary" didn't have a decent word in it. The office was well fortified. The broom was half pitchfork and we poked the fire with a Spanish stiletto. At midnight I arose from my couch, took some chalk and wrote on the floor, "My darling Stufflestreet, *au revoir!* Here's my resignation. Take your newspaper into the cemetery and employ Steve Lowery's ghost to run it." Five minutes later a solitary fugitive might have been seen going through the darkness and gloom in the direction of Oshkosh. That was this individual fleeing from the sweets of "independent journalism" to the bosom of his family, and I propose to stay in that bosom for a considerable length of time, and Skewtonville journals can seek elsewhere for an editorial corpse.—*Danbury News.*

A HINT FOR THE KITCHEN.—Things rubbed against a grater become less.

TOO MUCH FOR TOMMY.—"[illegible] Tommy didn't disobey mamma, and go [illegible] did he?"—"No, mamma; Jimmy Brown and the rest of the boys went in, but I remembered what you said, and didn't disobey you." "And Tommy never tells lies, does [illegible] ma; I wouldn't tell a lie to [illegible]" "Then how does Tommy [illegible] Jimmy Brown's shirt?"—That [illegible] too much for Tommy; he had [illegible]

Insurances.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT (33⅓ %) on Local Risks only.

RUSSELL & Co., *Agents.*

tf 1800 Hongkong, 4th June, 1874.

COMMERCIAL UNION ASSURANCE COMPANY.

THE Undersigned, Agents at Hongkong for the above Company's Fire Department, are prepared to GRANT POLICIES against FIRE to the extent of £10,000 on Buildings, or on Goods stored therein, at current rates, subject to an immediate discount of Twenty per cent.

THE BORNEO COMPANY, LIMITED.

1y 790 Hongkong, 29th May, 1874.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 1st March, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 %) only.

WM. PUSTAU & Co., *Agents.*

tf 131 Hongkong, 21st January, 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 %.

Detached and semi-detached Dwelling-Houses removed from Town, and their Contents ... ¾ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents ... 1 " "
Godowns, Offices, Shops, &c., and their Contents ... 1 " "

SHORT PERIOD INSURANCES.

Not exceeding ten days, ⅛ of the annual rate.
Not exceeding one month ... ¼
Above 1 month, and not exceeding 3 months ... ½
Above 3 months, and not exceeding 6 months ... ¾
Above 6 months ... the full annual rate.

GILMAN & Co., *Agents.*

tf 1903 Hongkong, 8th May, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN, *Agent.*

1y 943 Hongkong, 18th June 1874.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

ON and after this date the above Company will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.

AUGUSTINE HEARD & Co., *General Agents.*

tf 876 Hongkong, 4th June, 1874.

Insurances.

THE QUEEN INSURANCE COMPANY.

CAPITAL.—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.

EDWARD NORTON & Co.

tf 241 Hongkong, 22nd January, 1870.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 951 Hongkong, 17th April, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1059 Hongkong, 9th July, 1872.

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE,

137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong 1st July, 1867.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1863 Hongkong, 26th July, 1872.

HONGKONG MARKETS.

As Reported by Chinese on the 12th November, 1874.

COTTON GOODS.		
Cotton Yarn, No. 16 a 24	per 400lbs.	$102.00 a $116.00
" 28 a 32	"	111.00 a 119.00
" 38 a 42	"	120.00 a 136.00
Grey Shirtings, 7 lbs	per piece	$1.65 a 1.90
" 8 lbs	"	2.00 a 2.05
" 8½ lbs	"	2.50 a 2.55
White Shirtings, 64 a 60 reed	"	2.05 a 2.30
" 66 a 66	"	2.45 a 2.60
" 68 a 90	"	2.80 a 3.15
White Spotted Do.	per piece	2.40 a 2.45
White Brocades	"	2.65 a 2.70
American Drills, 30 yards	"	2.60 a 2.65
" 40	"	3.35 a 4.00
Grey T-Cloths, 24yds & 32in. 7lbs.	"	1.57 a 1.65
" 24 " & 36 " 8lbs	"	2.15 a 2.20
Dyed Spotted Shirtings	"	3.30 a 3.95
Dyed Brocade Do.	"	3.60 a 3.65
Dyed Damask Do.	per piece	6.60 a 6.25
Chintz	"	1.35 a 1.00
Handkerchiefs, Blue	per doz.	0.60 a 0.65
" Brown	"	0.50 a 0.65
" Red	"	0.75 a 0.80
Velvets, Black, 22 ins.	per yard	0.21 a 0.22
" Gentian, 22	"	0.16 a 0.18
Velveteens, Black	"	0.22 a 0.28
WOOLLEN GOODS.		
Spanish Stripes	per yard	0.77 a 0.76
Long Ells, HH Scarlet	per piece	9.50 a 9.60
" Assorted	"	9.10 a 9.25
" HH Scarlet	"	9.40 a 9.50
" Assorted	"	8.70 a 8.80
Camlets, 888	"	16.50 a 17.00
" 88	"	18.20 a 19.00
" 8	"	19.00 a 19.50
" BBB	"	20.00 a 20.50
Lastings, DD	"	15.00 a 15.50
METALS.		
Iron, Nail Rod Nos. 1 a 6	per picul	3.80 a 3.90
" Hoop	"	4.70 a 4.85
" Bar	"	3.40 a 3.15
" Wire	"	8.80 a 9.25
Lead	"	7.45 a 7.60
Steel, English	per tub.	4.70 a 4.75
" Swedish	"	4.80 a 4.90
Tin, Malacca	per picul	25.00 a 26.00
Tin Plates	per box	8.20 a 8.50
Sheathing Metal	per picul	24.50 a 28.00
Quicksilver, English	"	212.50 a —
" American	"	215.00 a —
Spelter	"	7.25 a 7.50

PRODUCE.		
Cotton, Shanghai	per picul	14.00 a 14.50
" Ningpo	"	14.00 a 14.50
" Tientsin	"	14.80 a 15.00
" Shantung	"	15.30 a 16.00
" Bengal	"	11.00 a 14.50
Alum	"	1.60 a 1.85
Sassamune, Japan white	"	4.30 a 4.50
" Black	"	3.30 a 3.50
Rice, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.85 a 1.90
" " mill cleaned	"	1.70 a 1.75
" Manila	"	2.35 a 2.40
" Singapore	"	2.10 a 2.15
" Saigon	"	1.60 a 1.65
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
Saltpetre	"	6.10 a 6.50
Coals, Ardoah	per ton.	
" English steam	"	13.50 a —
" American Anthracite	"	12.00 a —
" Sydney	"	9.50 a —
Window Glass	per box.	3.70 a 3.80
Straits Produce, &c.,		
Rattans, Straits	per pcl.	5.80 a 6.00
" Banjar	"	4.50 a 4.80
Pepper White	"	18.00 a 19.00
" Black	"	12.50 a 12.60
Betel Nut	"	3.50 a 4.25
Sandal Wood Malabar	"	3.90 a 4.20
" South Seas	"	17.50 a 19.00
Sapan Wood, Manila	"	1.70 a 2.10
" Siam	"	2.60 a 2.75
Flour, California, per sack of 50 lbs.		1.90 a 1.90
" American, per barrel of 200 lbs.		6.60 a 6.65
Wheat, Tientsin	per pcl.	1.80 a 1.95
" California	"	2.25 a 2.30
Sugar, Canton white, 1 a 3	"	5.00 a 6.50
" " Dk. Brown	"	3.60 a 3.70
" West Coast, Dk. Brown	"	3.20 a 3.30
" Manila, Dry White	"	4.40 a 4.50
" " Dk. Brown	"	3.75 a 3.90
Camphor, packed	"	14.00 a 14.50
Peas, White	"	1.85 a 1.98
" Green	"	1.70 a 2.25
" Black	"	1.75 a 1.90
" Yellow	"	1.60 a 1.65
Mushrooms	"	65.00 a 60.00
Seaweed, Green	"	1.30 a 1.40
" Cut	"	2.90 a 3.90
Mussels, Dry Siam large	"	9.60 a 11.50
" " middle	"	7.75 a 8.20
" Dried small	"	5.20 a 5.40
Vermicelli, Tientsin	"	6.60 a 7.50
Bees Wax, Japan	"	12.00 a 12.75
" Hankow	"	71.00 a 71.50

SHIPPING IN THE CANTON WATERS.

HONGKONG.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
STEAMERS.					
Albay	Dias	Span. str	269	D. Lapraik & Co	*Sunk*
Alaska	Van Sire	Amr. str		P. M. S. S. Co	*On shore*
Asia	H. P. Molsen	Dan. str	880	Ah Yon	Singapore, &c.
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Feiwan	Benning	Brit. str		A. Heard & Co., Agents	
Glaucus	Wilding	Brit. str	1604	Butterfield & Swire	Shanghai
Hailoong	Abbott	Brit. str	277	D. Lapraik & Co	Manila
Hindostan	Miller	Brit. str	991	D. Sassoon, Sons & Co	Singapore, &c.
Hanyang ‡	Bell	Brit. str	290	Master	
Kiangnan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kiu-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Kwangtung	Pitman	Brit. str	491	D. Lapraik & Co	East Coast
Leonor		Span. str	393	D. Lapraik & Co	*Sunk*
Little Orphan		Brit. str	40	H. K. & W'poa Dock Co	
Norna	Koch	Brit. str	606	Kwok Acheong	
Orissa	W. H. Pockley	Brit. str	1600	P. & O. S. N. Co	
Paris	James Barclay	Brit. str	920	Gilman & Co	Shanghai
Pautuxet	E. Smith	Amr. str	280	Aug. Heard & Co	Macao
Powan ‡	A. H. Benning	Brit. str	1890	A. Heard & Co., Agents	
Poyung §	Carroll	Brit. str	821	A. Heard & Co., Agents	Saigon, &c.
Regulus	Harrison	Brit. str	505	Ah-yon	
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	
Yo-sai		Brit. str	180	Kwok Acheong	
Yottung	Cullen	Brit. str	233	Kwok Acheong	Swatow

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
SAILING VESSELS.					
Alden Besse	Allen Noyes	Amr. bk	842	Arnhold, Karberg & Co	
A. E. Vidal	Beard	Ger. bk	329	Siemssen & Co	
Ardent	R. Clasper	Brit. bk	358	Vogel, Hagedorn & Co	London
[illegible]	Mellin	Brit. sb	1709	Order	
Beemah	Blackstone	Brit. sb	887	Aug. Heard & Co	New York
Bessie Ncorio	Worgitzky	Siam. bk	360	Chinese	
[illegible]	A. Vidanrazaga	Peru. sb	1552	Carlowitz & Co	Callao
[illegible]oon	Sorensen	Brit. bk	466	S. P. Burrows & Sons	
Ca[illegible]	Ohlsen	Ger. bk	215	Arnhold, Karberg & Co	Saigon
Carricks	Carr	Brit. sb	916	Arnhold, Karberg & Co	
Caroline	Clymn	Brit. sb	9-3	Captain	
Cecilia	Jose Ribeiro	Port. bk	533	Remedios & Co	
Charlotte Andrews	Place	Brit. bk	358	P. M. S. S. Co	
Christiansunvu	Djorup	Dan. bk	2-1	John Burd & Co	
Comet	Bray	Amr. sb	1157	Frazar & Co	
Coquette	Lauridsen	Ger. bk	2-3	Ed. Schellhass & Co	Port Elizabeth
Dan	Hilberg	Swed. bg	246	Carlowitz & Co	
Dronning Louise	Rondo	Dan. bg	269	Ed. Schellhass & Co	
Ellen	Kindred	Brit. sb	499	Russell & Co	Sydney
Ellen Castle	Ramsey	Brit. bk	331	Bourjau & Co	
Emigrante	L. Castaguino	Peru. sb	940	Wm. Pustau & Co	
Fabius	Stalze	Siam. sb	635	Chinese	
Faugh Balaugh	D. Rute	Ger. bk	278	Carlowitz & Co	
Ferdinand	Lorenzen	Ger. bk	416	Jairazbhoy Peerbhoy	Bombay
Fidelio	Bohsen	Ger. bk	817	Siemssen & Co	
Francis & Amanda	F. Henninga	Ger. bk	370	Siemssen & Co	
France	V. Exmelin	Fren. bk	532	Order	Cebu, &c.
Frederick Tudor	Bearse	Amr. sb	1156	Russell & Co	San Francisco
Gazelle	Moller	Ger. bg	188	Bourjau & Co	Bangkok
Gloucester	Vincent	Brit. sb	526	Rozario & Co	
Goliah	Andersen	Siam. bk	542	Chinese	
Guam	Caher	Brit. bk	298	Borneo Co. Limited	
Hans	Le Moult	Ger. bk	320	Vogel, Hagedorn & Co	New York
Jean Sands	Lefavour	Brit. sb	631	Aug. Heard & Co	
Juno	Blethen	Amr. bk	350	Captain	
Jurgen	Wendt	Ger. bk	269	Wm. Pustau & Co	
Kiufanns Castle	Jas. Dodds	Brit. sb	799	Messageries Maritimes	
Lizzie H.	Babson	Amr. bk	896	Aug. Heard & Co	
Macao	Ormaechea	Peru. sb	60-	Carlowitz & Co	
Malvern	G. Myles	Brit. bk	410	Captain	*Sunk*
Maria y Vicente	Santawloma	Span. bk	384	Remedios & Co	Manila
Mathilda Atheling	Whereat	Brit. bk	676	A. MacG. Heaton	London
Medora	Petrie	Brit. bk	357	Olyphant & Co	
Morning Light	Chaston	Brit. sb	2377	Vogel, Hagedorn & Co	San Francisco
Norma	Nussbaum	Ger. bk	339	Bourjau & Co	
Norseman	Soderstrom	Siam. sb	701	Chinese	
North America	Tucker	Amr. sb	1582	Russell & Co	New York
Onward	Stimson	Brit. sb	606	Rozario & Co	
Pelham	Brandt	Ger. bg	420	Siemssen & Co	
Prospector	Duncan	Brit. bk	235	Gibb, Livingston & Co	
Prosperity	Moller	Siam. bk	474	Fung-tat-loong	
Radama	Boucher	Fren. sb	487	Carlowitz & Co	Callao
Seaforth	Bernet	Siam bk	311	Chinese	*Sunk*
Starlight	T. Benedictsen	Siam. bg	239	Chinese	*Sunk*
Talee	Hoffmann	Ger. bk	335	Siemssen & Co	
Titania	England	Brit. sb	979	Gilman & Co	
Vidal	Rondeau	Fren. bk	709	Melchers & Co	
RECEIVING VESSELS & HULKS.					
Chase	Mather	Pw. Mag.	288	Harbour Master	
Fort William	Purchase	Hulk	1000	P. & O. Co	
John Adam	Strond	Hulk	318	Water Police	

WHAMPOA.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
STEAMERS.					
Lintin		Brit. str	69	Kwok Acheong	
SAILING VESSELS.					
Albuera	Thomas	Brit. sb	774	Vogel, Hagedorn & Co	London
Bengali	Morton	Brit. bk	415	Chinese	
Caraajah	Geo. Cawse	Brit. sb	891	Wm. Pustau & Co	Bremen
Falcon	R. Shiell	Brit. bk	795	A. MacG. Heaton	London
J. C. Munro	Crane	Brit. bk	612	Melchers & Co	Bremen
Sir Harry Parkes	Thos. Stephens	Brit. sb	806	Olyphant & Co	New York

CANTON

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Chen-jui		H.I.C.M.	g-b.		
Ching-Sing	E. Choy	H.I.C.M.	g-b.		
Demerara				Customs Chop	
Ngan-tun	Stewart	H.I.C.M.	g-b.		
Ningpo	J. M. Rayner	Brit. str	761	Siemssen & Co	
Sui-Tsing	James Stewart	H.I.C.M.	g-b.		
Sun-Chee	Clark	H.I.C.M.	g-b.		
Ta-an-lan	Le Bush	H.I.C.M.	cor.		
Tien-Po		H.I.C.M.	g-b.		

MACAO.

In port on 11th November, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Concordia	J. L. da Silva	Port. bk	226	J. E. d'Almeida	
Santa Sancha	M. Nunis, Jun.	Port. bk	311	A. A. de Mello & Co	
Spark ‡		Brit. str		A. Heard & Co., Agents	
White Cloud	Wilson	Brit. str	380	A. Heard & Co., Agents	Sunk

‡ *Running between Canton and Macao.*

SWATOW.

In port on 10th November, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
E. von Beaulieu	Sonsider	Ger. bk	282	Dircks & Kruger	Uncertain
Hilda	Davey	Brit. bk	308	Master	Uncertain
Jurgen Bruhn	Wildfang	Ger. sb	720	Dircks & Kruger	Singapore
Lydia	R. Youngson	Brit. bk	377	E. Vincent & Co	Chefoo
Lunalilo	Lawrence	Hal. bk	479	E. Herton	Chefoo
Resolution	Conception	Siam. sb	816	Chinese	Singapore
St. Aubin	Bluet	Fren. sb	1146	Dircks & Kruger	Singapore
Therese	Jansen	Ger. bk	412	Dircks & Kruger	Uncertain
Vesta	Percy	Amr. bk	300	E. Herton	Uncertain

AMOY.

In port on 8th November, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adeline	Timmsin	Ger. sch	184	Pasedag & Co	
Alerta	Vogt	Ger. bg	209	Pasedag & Co	
China	Rose	Ger. sch	178	Pasedag & Co	
Eaglet	Nicol	Brit. bk	392	Boyd & Co	
Futte Moombarruck	Pfeiffer	Brit. bk	364	Brown & Co	
Helena	Monsson	Swed. bg	225	H. A. Petersen & Co	New York
Juno	Nielsen	Ger. bk	259	Pasedag & Co	
Rebecca	Schopper	Ger. bk	256	Pasedag & Co	
Seaman's Bride	Andersen	Siam. bk	314	Brown & Co	
Soo Tek Seng	Luhman	Siam. sch	300	Brown & Co	
Sudan	Ocsaw	Ger. bk	305	Pasedag & Co	
Tae Seng	Marshall	Brit. bk	338	Order	
Velox	Mulder	Dut. sch	187	Order	
Xaca	Kallsen	Ger. sch	132	Pasedag & Co	

FOOCHOW.

In port on 8th November, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Harlow	Phillips	Brit. sb	894	Adamson, Bell & Co	London
Taitsing	Richard	Brit. sb	813	Silverlock & Co	New York

SHANGHAI.

In port on 4th November, 1874.

The names of the numerous steamers, tugs, small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Cathaya	McGill	Brit. sb	760	Adamson, Bell & Co	
Conqueror	Davidson	Brit. bk	599	Jardine, Matheson & Co	
Farningham	Craib	Brit. bk	281	Siemssen & Co	
Foochow	Hookrenter	Siam. bk	300	Choong Seng	
Friendship	Klindt	Siam. bk	480	Chinese	
Georgina	Mitchell	Brit. bk	222	Morris, Lewis & Co	
Geo. Washington	Askins	Brit. bk	414	Morris, Lewis & Co	
Guinevere	Anthony	Brit. sb	879	Jardine, Matheson & Co	London
Index	Johnson	Brit. bk	599	Master	
Indiana	Vickers	Brit. sch	298	Lane, Crawford & Co	
Juthia	Garnier	Fren. bk	201	Thorne, Rice & Co	
Lady Clarendon	Holten	Brit. sb	1307	Frazar & Co	
Lady Louisa	Scott	Brit. bk	542	Adamson, Bell & Co	New York
Leander	Knight	Brit. sb	846	Jardine, Matheson & Co	New York
Mary Whitridge	Cutler	Amr. sb	862	Russell & Co	New York
Mikado	Ilberg	Brit. sb	643	Little & Co	
St. Francois	Simon	Fren. bk	253	Gilman & Co	
Union		Fren. bk	591	M. H. A. Beer	

YOKOHAMA.

In port on 31st October, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Jessica	Congdon	Brit. bk	550	Smith, Baker & Co	
Lajo	Scott	Brit. sb	560	P. M. S. S. Co	
Menam	Osmont	Brit. bk	648	Hudson, Malcolm & Co	
Myrtle	Poley	Amr. sch	83	Captain	
New Republic	Reynolds	Brit. sb	530	M. Heimann & Co	New York
Novelty	Limme	Brit. bk	376	Wilkin & Robison	
Parmenio	Abbot	Brit. bk	369	Captain	
Progress	Molkenbuhr	Ger. sch	320	Gutschow & Co	
Romeo	Thomas	Brit. bk	640	James C. Fraser	
Snowdrop	Brodhurst	Amr. sch	95	Captain	
Victory	Hasterf	Amr. sch	654	M. Spencer	

MANILA.

In port on 30th October, 1874.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Aurrera		Span. str	702	Order	
Candelaria		Span. bk	407	F. Reyes	
Chow-fa		Brit. bg	289	Order	
Colima		Dut. bk	860	Order	
Eugenio		Aust. bk	363	Order	
Fleetwing		Amr. sb	829	Order	
Rosa		Span. sh	322	Order	
The Sir J. Family		Brit. sb	1049	Order	
Sooloo		Amr. sh	963	Order	
Sorsogon		Brit. sh	495	Order	
Villa de Rivadavia		Span. bg	216	Order	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Avon	doub. sc. gun vs.	4	120	Comr. Powlett	Hongkong
Charybdis	Steam Corvette	17	400	Captain T. E. Smith	Singapore
Curlew	doub. sc. gun vl.	3	160	Comdr. E. J. Church	Hongkong
Dwarf	doub. sc. gun vl.	4	20	Comdr. B. W. Bax	Shanghai
Elk	doub. sc. gun vl.	4	120	Comdr. R. H. Harris	Hongkong
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Shanghai
Growler	doub. sc. gun vl.	4	120	Com. W. Stewart	Amoy
Hart	double sc. gun vs.	4	120	Comdr. T. H. Royse	Singapore
Hornet	double sc. gun vl.	4	120	Comdr. Cameron	Shanghai
Iron Duke	doub. sc. iron sh.	14	800	Capt. W. Arthur	Woosung
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Foochow
Meanee	Military Hospital	—	—	—	Hongkong
Midge	doub. sc. gun vl.	4	120	Comdr. Grant	Tientsin
Modeste	Steam Corvette	14	350	Capt. M. J. Thomson	Shanghai
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Japan
Princess Charlotte	Receiving ship	12	—	Com. J. E. Parish	Hongkong
Ringdove	doub. sc. gun vl.	3	160	Comr. Singleton	Yokohama
Swinger	doub. sc. gun vl.	2	60	Lieut. Comr. Bolitho	Shanghai
Sylvia	double sc. gun vl.	—	150	Captain St. John	Kobé
Thalia	Steam Corvette	6	400	Capt. H. B. Woollcombe	Nagasaki
Thistle	doub. sc. gun vs.	4	120	Comr. F. Stirling	Hongkong
Victor Emmanuel	Steam L. B. Ship	—		Geo. H. Parkin	Hongkong

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Dang-wee	Ann. gun-boat	250		O'Sullivan

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